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April 13, 1998

Resolution #5263

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City of Santa Paula
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City of Santa Paula General Plan

LAND USE ELEMENT

FINAL

April 13, 1998

Resolution #5263

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City of Santa Paula General Plan
Land Use Element

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I. PURPOSE AND AUTHORITY

A. Role and Purpose of the General Plan

The General Plan is the fundamental policy document of the City of Santa Paula. It defines the framework by which the City's physical and economic resources are to be managed and used in the future. This General Plan's planning horizon is the year 2020. The Santa Paula General Plan Update project has been named Vision 2020, to reflect this. This plan was developed with input from the General Plan Advisory Committee, who came together at six workshops from January to July 1997 to provide direction and input. A total of 31 meetings were held from 1993 to April 1998 regarding the General Plan Update. City decision-makers will use the plan as a blueprint for:

- *Choices about the use of land;*
- *Conservation and development of new housing;*
- *Provision of supporting infrastructure and public and human services;*
- *Protection of environmental resources;*
- *Protection of people and property from natural and man-made hazards;*
- *Allocation of fiscal resources;*
- *Population growth; and*
- *Expansion of City boundaries.*

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the community, including residents, property owners, and businesses. Through the Plan, the City informs these groups of its goals, policies, and standards, thereby communicating expectations of the public and private sectors for meeting community objectives.

B. State Requirements

California State Law, Government Code Section 65302(a), requires that a Land Use Element be prepared as part of a city's General Plan, as follows:

> *A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standard of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.*

In response to this mandate, the Santa Paula General Plan Land Use Element contains a written description of each allowed land use as well as a map indicating the location and extent of each type of land use. Population density and building intensity for each land use type is defined. Specific information on mineral resources and flooding that are of concern to Santa Paula is

included. Finally, policy statements and implementation measures that carry out identified goals are also presented.

II. EXISTING CONDITIONS AND COMMUNITY ISSUES

A. Community Character

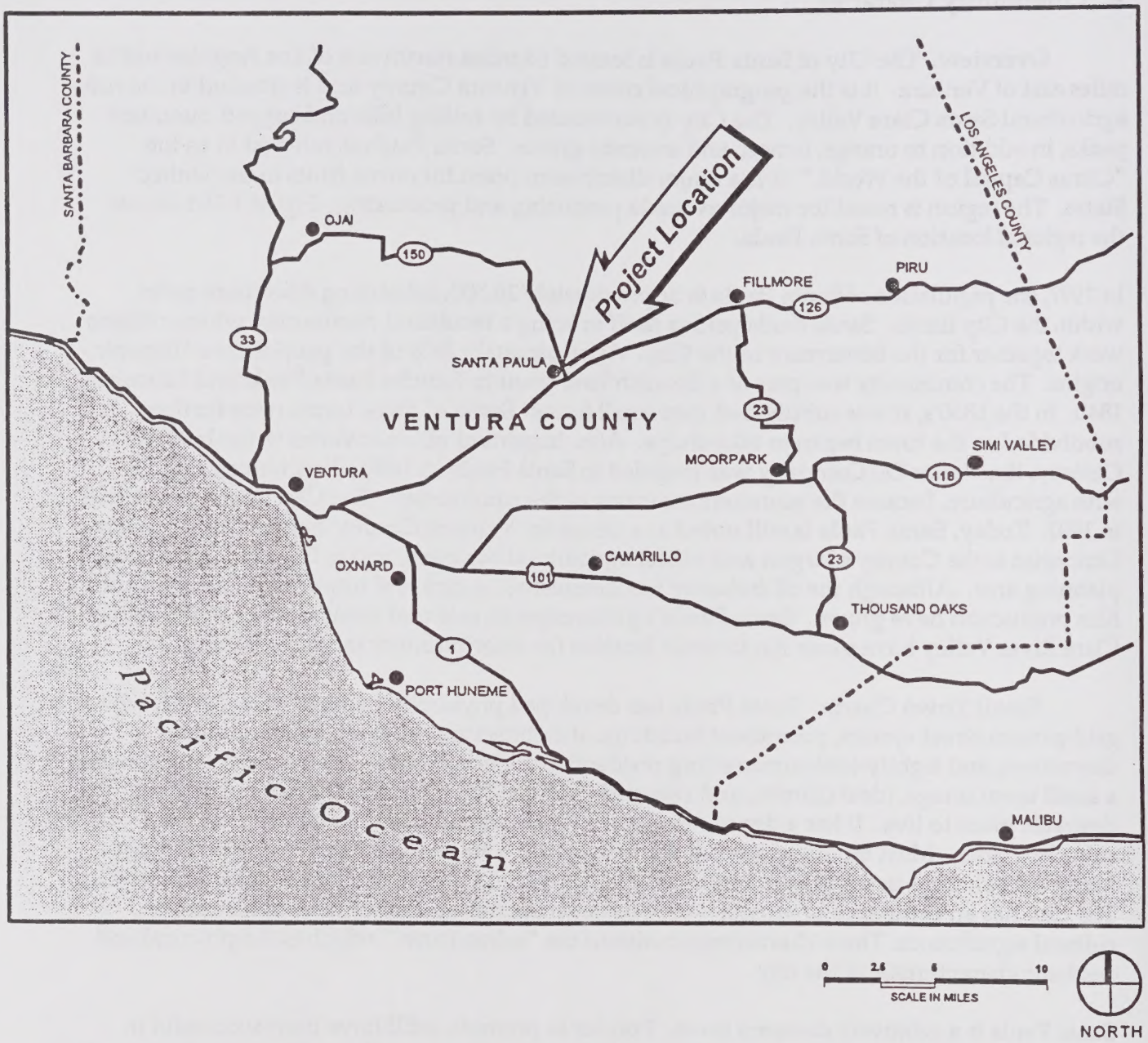
Overview. The City of Santa Paula is located 65 miles northwest of Los Angeles and 14 miles east of Ventura. It is the geographical center of Ventura County and is situated in the rich agricultural Santa Clara Valley. The City is surrounded by rolling hills and rugged mountain peaks, in addition to orange, lemon, and avocado groves. Santa Paula is referred to as the "Citrus Capital of the World." It is a major distribution point for citrus fruits in the United States. The region is noted for major avocado producing and processing. Figure LU-1 shows the regional location of Santa Paula.

In 1997, the population of Santa Paula is approximately 26,500, inhabiting 4.5 square miles within the City limits. Santa Paula prides itself in being a bicultural community where citizens work together for the betterment of the City. Approximately 59% of the people have Hispanic origins. The community was part of a Spanish land grant to Rancho Santa Paula and Saticoy in 1840. In the 1860's, it was subdivided into small farms. Some of these farms were further subdivided as the town began to take shape. After important oil discoveries in the late 19th Century, the Union Oil Company was founded in Santa Paula in 1890. This industry, along with agriculture, became the economic mainstay of the community. The City was incorporated in 1902. Today, Santa Paula is still noted as a center for Ventura County's agricultural industry. Limoneira is the County's largest and oldest agricultural business, and is based in Santa Paula's planning area. Although the oil industry has diminished in size and importance, tourism and film production have grown. Santa Paula's picturesque streets and scenic setting in the Santa Clara River Valley have made it a favorite location for entertainment industry filming.

Small Town Charm. Santa Paula has developed physically in a traditional style, with a grid-pattern street system, prominent buildings of architectural interest, an identifiable downtown, and tightly-knit surrounding residential neighborhoods. The community maintains a small town image, ideal climate, and reasonably-priced housing, all of which make it a desirable place to live. It has a dense development pattern compared to more sprawling suburban cities. Most buildings are 1-2 stories tall with a small number of 3-story buildings. Many old oak trees in town have been preserved, especially in the northeastern part of the City. The City has an ordinance to protect native oaks, sycamores and other trees of historic or cultural significance. These characteristics define the "urban form," which is the physical and aesthetic characteristic of the city.

Santa Paula is a relatively compact town. Policies to promote infill have been successful in minimizing sprawl, and are to be continued. Higher densities are allowed in certain areas and mixed-use should be encouraged (such as allowing new residences above shops). This land use pattern will help preserve the agricultural land surrounding the city. In higher density zones, smaller lots are allowed since this follows the historic development pattern and provides lower land costs for development, thereby encouraging affordable housing.

The Land Use Element supports Santa Paula in preserving the urban form of a small town. Santa Paula is beautiful, it functions well, and can serve to attract both tourists and industry.



Regional Location

Figure LU-1

The community has expressed a desire that older architectural styles of buildings in the downtown be preserved as the city develops. New commercial areas should be designed with a small-town image. Specific goals and policies that address urban form are included in this Land Use Element.

Natural Features. Santa Paula is nestled between the foothills of the Santa Paula Mountains and the Santa Clara River. Citrus and avocado orchards and fields of row crops border the City. Creeks and barrancas slice through the urban lands. Views of these resources are available from many locations throughout the city and they should be maintained. It is a goal of this Plan to enhance these natural features for the enjoyment of future generations.

Historic Preservation. Santa Paula is one of the oldest cities in the county. A large percentage of the buildings in town are more than 50 years old. There are a large number of national, state and locally-designated historic structures in town, as well as a historic residential district centered on the 600-900 block of Santa Paula Street. Certain districts of town, as well as individual buildings, have been identified as having historic significance, and the community has expressed sentiment that these resources should be preserved. The Land Use Element incorporates policies and strategies to promote the preservation of Santa Paula's past.

Land Use Incompatibilities. There are some land use incompatibilities in Santa Paula. Residences and other structures are located in areas near the airport. The Ventura County Airport Land Use Plan specifies that these areas should be devoid of structures due to the risk of accidents. Other concerns involve land uses near the railroad right-of-way bisecting the City that may result in the exposure of people to noise and safety hazards. Finally, the City has received numerous complaints from residents of the Hillview Estates community about the noise generated by the Calavo plant to the east and by noise from trucks parked nearby. The Land Use Element addresses the issue of incompatible uses with new policies and implementing strategies.

B. Existing Land Uses, Population, and Development Potential

Existing Land Uses. The existing distribution of land uses in the City reflects over 100 years of building, much of which was developed before the advent of zoning controls. This circumstance has led to the charm of the physical town as it appears today. On the other hand, it has also led to some incompatible land uses near each other. There are also areas were the actual land use and the General Plan land use designations are significantly different. This planning process and the follow-up zoning studies address these inconsistencies.

In Santa Paula, the basic land uses that are needed to maintain the community are all located within a compact, 4.5 square-mile area. This compact area, plus the grid-pattern street system and mixed residential and commercial development, encourage walking and bicycling and generally lend a human-scale to the community. Figure LU-2 illustrates the location and extent of existing land uses in Santa Paula. The outward expansion of the City of Santa Paula has been gradual but continuous since the community's founding. The growth has been slow and steady, and the City has not experienced the booms that have propelled the populations of the larger cities past that of Santa Paula. Santa Paula's growth has mostly been internally generated and supported by local agriculture and the oil industry. The direction of growth has been controlled by the geography of the area. Hills to the north, Santa Paula Creek to the east, and the Santa

Figure LU-2 Existing land uses (1997 – 11 x 17)

Clara River to the south have directed most of the growth to the west onto former agricultural lands.

Residential development is the single largest land use, encompassing over 37% of City lands (Fugro West, 1994). Of the residential development, 80% is single-family homes. Commercial development comprises less than 5% of the City's area and industrial uses comprise about 6%. Table LU-1 identifies the land use distribution within the City limits.

Table LU-1. Distribution of Land Use

Land Use	Acreage	Number of Parcels	Percentage of Area
Residential			
Single-Family Residential	*809*	*4,041 (5,632 du)[a]*	*27.8*
Multi-Family Residential	*165*	*700 (1,969 du)*	*5.7*
Mobil Home	*97*	*344(824 du)*	*3.3*
Subtotal Residential:	1,071	5,085	36.8
Commercial			
General Commercial	*110*	*220*	*3.7*
Commercial Office	*20*	*63*	*0.7*
Hotels/Motels	*5*	*6*	*0.2*
Subtotal Commercial:	135	289	4.6
Industrial			
General Industrial	*132*	*127*	*4.6*
Warehouse/Storage	*29*	*12*	*1.0*
Subtotal Industrial:	161	139	5.6
Vacant	272	286	9.4
Parks and Recreation (public & private)	36	13	1.2
Agriculture	105	10	3.6
Mining	2	1	0.1
Public Facilities	273	138	9.4
Open Space	141	16	4.9
Infrastructure (privately-owned)	102	87	3.5
Other	609	77	20.9
Total:	**2,908**	**6,142**	**100.00**

Source: General Plan Update Baseline Conditions Assessment, November 1994.

[a] Dwelling Units (du) obtained from Department of Finance, 1994.

As the table illustrates, little vacant land is left within the city limits, and what is available for development is constrained by various environmental factors. Along the north edge of the city, and into Santa Paula Canyon, a number of hillside parcels remain that are suitable only for higher-cost single-family housing. West of town, mostly south of Telegraph Road, are a number of parcels designated and zoned for industry, but the flood threat from Adams Barranca and the cost of providing engineered flood control inhibits further development. A number of vacant parcels exist between the freeway and the Santa Clara River. Again, development is difficult due to the cost of building infrastructure to safeguard against flood threats. Finally, there is some vacant land between the railroad tracks and the freeway, east of Santa Paula Creek. Flood threats hinder major development in this area. In town, a few sites are available in and near the

Santa Paula Shopping Center -- one large parcel near the Weyerhaeuser plant on Santa Barbara Street and a few other scattered properties. The City of Santa Paula has been repeatedly advised by prospective industries that the lack of contiguous vacant parcels is an impediment to locating businesses within the City. In general, few vacant sites are available for all land use categories.

Santa Paula has now built-out the majority of vacant land within the city limits except for the difficult or constrained lands. This is due primarily to long-standing policies to encourage infill development within the City before considering major outward expansion. Vacant land is different than "open space." Vacant land refers to undeveloped areas slated for more intensive use under the General Plan. Open space refers to lands that are planned to remain undeveloped. The amount of existing vacant land within the City is estimated to be 285 acres; however, 81 of these acres are within the flood zone of the Santa Clara River (Rincon, 1997; County Assessor, 1994). Therefore, only 204 acres of existing vacant land within the City are potentially developable. Table LU-2 indicates the amount of vacant land in each land use category and the resulting build-out potential.

Table LU-2. Existing Build-Out Potential on Vacant City Lands

Vacant Land (Acres)	Land Use/Density	Build-Out
50	Single Family Residential - 5 DU/Acre	153 Dwelling Units
33	Multi-Family Residential -15 DU/Acre	54 Dwelling Units
15	Commercial - FAR 0.35	228,690 sq. ft.
106	Industrial - FAR 0.25	1,154,340 sq. ft.

Build-out potential is taken from calculations in the Final Long-Range Land Use Absorption Study, 1994 to 2020, Hausrath Economic Group, January 1997 and from the City of Santa Paula Planning Department estimates.

Growth Management. The City's Growth Management Ordinance was adopted in 1985 and provides for build-out of 124 residential units each year. For the next 23 years, the planning period of the General Plan Update, the total number of units that would be allowed under the current growth management principles would be 2,852 units as of 1997. There is also currently an accumulation of 944 units (City of Santa Paula, Staff Report to the City Council, April 1997) that have not been used in the past years. This brings a grand total of 3,796 units that would be allowed (as of 1997) by the year 2020 in accordance with the Growth Management Ordinance.

Population. The issue of population growth and how to accommodate that growth is a key issue in planning for the future of the City. It affects all other issues in one way or another, especially social and economic concerns. Although there is no state mandate relating to population growth, the City is required to make adequate provision for the existing and projected housing needs for all economic segments of the community. This Land Use Element addresses the question of where growth should occur and how it should be regulated.

The current General Plan assumes a 1.5% population growth rate. Since the 1980 census, growth has averaged about 1.4% per year. The Growth Management Ordinance limits residential growth to approximately 124 dwelling units per year. Overcrowding is experienced within the City and indicates that although the City can attempt to control development, there is no effective way to control population.

The 1990 census showed a population figure of 25,062 for Santa Paula. This population was comprised of 12,773 (49%) males and 13,289 (51%) females. Santa Paula's census figures show the following make-up of the City's population:

White	59.3%	Immigration Population:	
Black	0.2%	Foreign Born	24.8%
American Indian	0.9%	Naturalized	4.1%
Asian/Pacific Islander	1.4%	Non-Citizen	20.7%
Other	38.2%		49.6%
	100.0%		
Hispanic*	58.7%		

*Hispanic is not a race. People of Hispanic origin may also have been reported as white, black, American Indian, Asian or other race.

In 1997, the State of California estimates Santa Paula's population to be 26,500. Over the next 23 years approximately 3,796 dwelling units could be built according to the Growth Management Ordinance. If population growth were to be controlled exclusively by growth management, the new residential development could result in a population increase of 11,388. Full buildout of the Plan would result in a similar population increase, with the addition of 3,807 dwelling units and 11,420 persons. Added to today's population of 26,500 this could result in a population of approximately 37,920 by the year 2020. This is similar to an independent estimate of 38,300 projected by a 1997 study (Hausrath Economic Group, Final Long Range Land Use Absorption Study). In addition to the above numbers, there are a range of future population projections for Santa Paula. Population forecasts by several different sources are provided in Table LU-3 below.

Table LU-3. Population and Future Population Estimates

	1990	1997	2000	2010	2020
CENSUS	25,062		-	-	–
DOF		26,500	-	-	–
VCOG	–	–	29,700	34,200	–
Hausrath	–	–	27,026	30,976	38,323

United States Department of the Census; California Department of Finance (DOF), 1997; Ventura Council of Government (VCOG), 1997; Hausrath Economics Group, Final Long-Range Land Use Absorption Study, 1997

C. Economic Development

The City's economic health and well-being has been identified as a central goal of the General Plan. A major reason the City has undertaken this General Plan Update is to address issues affecting the City's economic health and in order to provide land for development. A strong

economy is essential to Santa Paula's future. Diverse businesses are needed to provide goods and services to residents and other businesses so that retail spending does not "leak" from the City. Retail activity is one of the most important revenue sources for local governments because it generates sales tax. A robust retail sector provides more revenue for public services and facilities. Also, economic development creates jobs and incomes for residents. This is particularly important in Santa Paula, where many residents presently earn incomes significantly below the regional median.

Several issues currently face Santa Paula's economy. The first is the income of the City's residents. Many of Santa Paula's residents are employed in agriculture and retail industries. These sectors tend to be lower paying than services and manufacturing. According to the 1990 U.S. Census, median family income is $35,788, ranking last within the County, as shown in Table LU-4.

Table LU-4. Ventura County Median Household Income, 1990

Jurisdiction	Median Family Income
Thousand Oaks	$62,641
Moorpark	$62,131
Simi Valley	$56,756
Camarillo	$53,295
Ventura County	*$50,091*
Ventura	$46,361
Ojai	$41,545
California	*$40,559*
Oxnard	$38,700
Fillmore	$36,204
Port Hueneme	$36,112
Santa Paula	**$35,788**
United States	$35,225

Source: U.S. Census, 1990

Another economic issue is employment opportunities. Approximately 1/3 of the employed persons living in Santa Paula work in the City. Over 7,000 residents commute to another place to work. This pattern contributes to the sales tax leakage problem. Due to the lack of diversity of goods and non-competitive prices offered by Santa Paula retailers compared to others within the Ventura Market Area, many Santa Paula residents shop outside the community. This means a loss of sales tax revenue to the City and less funding for the public services.

Much of the City's housing stock has a low property tax assessed value due to its condition or as a result of the Proposition 13 limitations on assessments. This limits the property tax revenues received by the City's primary land use type.

The City of Santa Paula is relatively compact. There are very few undeveloped areas within the City. The City's Sphere of Influence, which was adopted in 1978 and represents the probable ultimate boundaries of the City, accommodates very little additional land area and cannot accommodate the housing needs of the population projections. Therefore, the community has

identified the need to expand the 1978 Sphere of Influence boundary to allow for the City's expansion further into its Area of Interest.

The Land Use Element can assist the City's economy by addressing the supply and type of developable land. The land use supply, combined with other strategies, can assist in addressing the lack of vacant/developable land, provision of land use designations of a size and location that can assist in attracting job-generating development and retail uses that could address sales tax leakage. New uses would also lead to reassessed property valuations, in providing increased property tax revenue. The following issues are addressed in this Element:

- *Reduce the amount of retail sales leakage by introducing competitive goods and services into the City that residents are now purchasing out of town.*
- *Encourage tourist attractions as a means of importing money to provide increased retail sales, employment opportunities and fiscal benefits.*
- *Increase household purchasing power by attracting more local jobs and higher paying jobs.*
- *Increase the City's inventory of land available to provide for development of additional commercial and industrial sites.*
- *Increase the City's inventory of land available for all economic segments of the population: including very low-, low-, moderate-, and high-income housing to help fund the services needed by the present citizens of Santa Paula and meet our projected housing needs.*
- *Provide land to accommodate housing opportunities as specified by the Regional Housing Needs Assessment.*

In 1997, the City commissioned a study by Hausrath and Associates to determine the City's potential to capture future development. The Hausrath Land Absorption Study states that:

> *"Should the City seek higher levels of growth, the strength of projected job growth within the Ventura Market Area indicates the potential for the City to seek redistribution of some of those jobs to its jurisdiction with an aggressive and effective economic development strategy. The City may become more successful than projected in attracting new businesses to the Ventura Market Area that would not have otherwise located in the area."*

Based on this theory, the Land Use Element presents aggressive commercial and industrial development plans based on amending the Sphere of Influence and annexing new lands. The Land Use Element also contains policies for Santa Paula to work ambitiously to capture more of the area's demand for these land uses. If successful, the strategy could lead to development that would result in increased employment opportunities and the development and private or assisted redevelopment of vacant and underdeveloped lands, which would increase the land value and tax base. In the growth scenario projected in the Land Use Element, the City will need to capture 26% more of the Ventura Market Area demand for industrial uses than would be expected (five times more than is projected in the Hausrath study), and 3% more than the projected commercial space (nearly double that projected in the Hausrath study).

In the residential category, the 1997 Hausrath Land Absorption Study indicated that Santa Paula can plan for as much residential growth as it may desire to achieve its goals and policies. Therefore, the Land Use Element recommends large land additions through Sphere of Influence amendments. This is to provide a mix of new housing types, with an emphasis on higher-cost housing that would be an alternative to the existing housing stock and would provide a net

positive fiscal contributor to the City. Santa Paula is a desirable place to live with its small town character, ideal climate, and reasonably priced housing. The Land Use Element capitalizes on these assets and provides for aggressive residential growth.

D. Infrastructure/Public Service Issues

Water Supply. In 1996, the City completed the purchase of the water company that serves most City residents. The City's water comes from the Santa Paula ground water basin, an adjudicated basin. Water is pumped from wells to treatment facilities and then to tanks on the hillside. Gravity flow feeds the City mains. Current water delivery capacity is considered sufficient to meet the City's current needs. However, additional capacity will be needed in the form of additional wells, treatment facilities, and new tanks to support growth in the expansion areas. Although no short-term supply shortages are anticipated, significant long-term issues may arise if the basin is over-drafted.

Waste Water Treatment Capacity. Santa Paula owns and operates over 50 miles of sewer lines and a 2.55-million gallon-per-day capacity wastewater treatment plant located in the southwest corner of the City. The sewer lines are generally in good condition. However, there is the potential for insufficient capacity in major trunk lines if major new developments are implemented. There have been some recent minor improvements to the treatment plant, which have increased the plant's capacity to 2.75 million gallons of wastewater per day (average dry weather flow). The plant currently operates at 70% of its capacity. With this increase in capacity, the plant could serve a population of approximately 34,000. For larger populations, as projected by the Land Use Element, a major program to upgrade the waste water treatment capacity will be required. There is also the potential to explore the use of package treatment plants for new developments in the canyon expansion areas and in East Area 1.

Solid Waste Facility. The City provides refuse collection and disposal through direct service and through contracts with private haulers. About 10,000 tons of refuse are collected annually by the City and an additional 10,000 tons are collected by private haulers. The refuse is disposed of at the Chiquita Canyon Landfill, located along State Route 126 (SR 126) in Los Angeles County. The Toland Landfill, which lies between Santa Paula and Fillmore, has the capacity to handle City demand for between 20 and 30 years. As of May 1997, the City was not using the Toland facility. However, it is available for City use during the planning period.

Areas Subject to Flooding. Much of Santa Paula is threatened by flooding from Santa Paula Creek and the Santa Clara River. Several floods have occurred along these waterways in the past. Approximately half of the City is located in the Santa Paula Creek's flood plain. Other areas are in the flood plains of Fagan Barranca, Adams Barranca, and the Santa Clara River. The areas subject to flooding are illustrated in the Safety Element (Figure S-4). The portions of town that are already developed or partially developed in the floodplain are not prohibited from further growth, because the City has an ordinance regulating building in the flood areas. It requires that various flood protection measures be taken. The most significant is the requirement to build structures at elevations above the flood level. In most cases, this is just a foot or two above ground elevation.

A flood-related topic is that of flooding from a dam failure. Santa Paula suffered one of the greatest manmade disasters in the nation's history when the Saint Francis Dam failed in 1923,

sending a wall of water through town. Today, four dams are upstream of Santa Paula. Should one of the large dams fail suddenly, the City would have less than two hours warning, in which time 2/3 to 3/4 of the population would need to be evacuated. The high water mark would extend up Santa Paula Canyon into the Oaks area. It would then pass around the base of the hill above the intersection of Tenth Street and Virginia Terrace and extend westward, passing through the high school campus. However the likelihood of such a failure is extremely low. The Land Use Element addresses flooding as follows:

- *Requiring reasonable flood protection measures in all new land development projects.*
- *Outlining programs to reduce the flood threat from Santa Paula Creek, Fagan Barranca, and Adams Barranca.*
- *Restricting development adjacent to the Santa Clara River and Santa Paula Creek.*

Police and Fire Protection. The City provides police protection to the residents and businesses within the City. Currently the City maintains a force of approximately 29 sworn police officers, 20 reserve officers, nine full-time civilian employees, and eleven part-time civilian employees. While the crime rate in Santa Paula is relatively high compared to other cities in Ventura County, the rates are lower than other areas of the state. Crime rates have risen moderately in the City over the past five years, but remain well below the state-wide average.

Santa Paula currently has an allocated level of service of slightly over one officer per 1,000 residents. The City would like to increase this service level to 1.25 officers per 1,000 residents. Due to funding constraints, fewer officers are authorized and fewer services are provided. Additional General Fund income from sales and property taxes would assist in the providing funds for providing higher levels of police service.

The Santa Paula Fire Department provides fire protection and emergency medical response to the City from two stations, one located at 114 South 10th Street near City Hall and the other near the corner of Steckel Drive and Main Street. The Department has a full-time Fire Chief and Assistant Fire Chief/Fire Prevention Officer, and six full-time firefighters. There are 27 part-time/paid call firefighters. On the average, the Department responds to 1,450 calls per year; approximately 70% are medical calls 20% are fires and 10% are miscellaneous. Additional development in areas more distant from the City core may require new fire facilities and full-time personnel .

Schools. A majority of the Santa Paula planning area is served by five school districts: Santa Paula Elementary School District, Santa Clara School District, Briggs School District, Mupu School District, and Santa Paula Union High School District. Existing school service levels are as follows:

- *Current enrollment exceeds capacity at the Santa Paula Elementary School District so portable classrooms are used. The District maintains a standard of one classroom per 30 students. This standard has not been exceeded but there is some overcrowding.*
- *The Santa Clara School District's one room elementary school is at capacity but District officials indicate there is room for expansion.*
- *The two schools in the Briggs School District have not reached capacity and overcrowding is not an issue.*

- *The one elementary school in the Mupu District has sufficient space to handle 1997 enrollment. However, the District desires to keep enrollment below 120 students. There is no room for expansion on the school grounds.*
- *The Santa Paula Union High School has a capacity of 1,600 students. It is currently serving 1,386 students. There is little room for expansion on-site.*

The State mandated standard of 20 students per classroom has affected the school districts' abilities to provide adequate facilities to accommodate students. New development allowed under the Land Use Plan will need to address school service issues to ensure that schools have sufficient capacity and that they maintain acceptable student-to-teacher ratios.

E. Mineral Resources

The Santa Paula area contains significant aggregate (sand and gravel) mineral resources. Most of the aggregate produced is extracted from Santa Paula Creek and the Santa Clara River. There are also important petroleum resources in the Santa Paula area, particularly in the hills and mountains surrounding the City. Local petroleum production has declined steadily in recent years as the remaining oil has a very high sulfur content and because there are no refining facilities operating locally. Mining of mineral resources is allowed in the Mineral Overlay Zone.

F. The Santa Paula Airport

The Santa Paula Airport is a privately-held facility which serves primarily recreational aviation users. The airport was constructed in 1930. It is subject to special planning under State Law. The Ventura County Airports Comprehensive Land Use Plan is currently being updated under the direction of the Ventura County Transportation Commission. The City has received special State grants to assist in removing incompatible properties from the Airport's clear zone to enhance safety features. Because of physical constraints related to access and proximity to the Santa Clara River channel, expansion of the airport is somewhat constrained. Noise and safety continue to be an issue for land uses developing in close proximity to the airport. Nevertheless, it remains a source of jobs, tax revenues, and a source of community pride. A number of antique airplanes are displayed in hangars at the airport for public viewing.

G. Special Study Areas

This section of the Land Use Element addresses several City areas that have distinct planning issues, constraints, and opportunities. These areas were identified though a series of public workshops on the General Plan Update. Focused planning studies have addressed some of these areas, as indicated in the text below. This General Plan incorporates these plans by reference and supports them through the General Plan framework.

The Downtown Design Development Report/Improvement Plan Area. The Downtown Design Development Report/Improvement Plan was approved in 1996. This plan provides vision and guidelines for revitalization of the central core of Santa Paula. The goals include preservation and enhancement of Santa Paula's historic buildings, uses, and setting. The railroad depot and its role as a receiving location for visitors from tourist rail connection to Fillmore is emphasized. Public streetscape improvements as well as improvements on several private development sites are currently being implemented. Land use changes are

recommended for some areas to implement the Downtown Design Development Report/Improvement Plan.

The Harvard Boulevard Improvement Area. The Harvard Boulevard planning effort was initiated by the City in 1995. Though on hold as of July 1997, the City intends to reactivate the planning effort. This plan will provide physical planning recommendations for the revitalization of the Harvard Boulevard corridor. Public streetscape improvements will be addressed. Development standards are recommended in this element to promote the improvement of the Harvard Boulevard area.

The Railroad Corridor. The rail line that bisects Santa Paula originally traversed the length of the Santa Clara River Valley. The railroad was used for passenger service, shipment of produce and distribution of inbound freight. In 1978, storm damage severed the rail line and service was abandoned on the line east of Piru. Since that time, the Newhall Land and Farming Company has removed the tracks between that point and the mainline connection in the City of Santa Clarita.

In 1995, the Ventura County Transportation Commission (VCTC) purchased the Santa Paula Branch Line and associated holdings of Southern Pacific Transportation Company. Today, there is limited freight activity on the line from Montalvo to Santa Paula. In addition, a tourist train operating out of the City of Fillmore uses the segment between Santa Paula and Fillmore. VCTC has completed a Master Plan for the Santa Paula Branch Line that calls for the restoration of the rail connection to Santa Clarita and initiation of commuter rail service between Ventura and Santa Clarita. In the interim, VCTC is investigating the use of local commuter rail service from Piru to Ventura. Finally, VCTC has begun a recreational trail planning process that will allow agencies along the line, including Santa Paula, to develop multi-purpose trail facilities for the length of the corridor.

In general, the railroad corridor is 100 feet wide, with 50 feet on each side of the center line of the track. This area is smaller on the west side of Santa Paula and approximately 200 feet wide adjacent to Santa Paula Depot.

The South East Neighborhood. The residential area southeast of 10th Street and Main Street is primarily residential, but is interspersed with light industrial, retail, and institutional uses. The 1978 General Plan called for light industrial uses as the primary designation in this area in an effort to alter the character of the land use pattern to a district for business and commerce. However, this area remains predominately residential, with a mix of densities. In addition, the neighborhood is supported by numerous corner stores, home-based businesses, and other neighborhood-style mixed uses. This General Plan includes policies to enhance and improve the vital mix of uses in the southeast neighborhood.

City Entrances/Gateways. To promote visitor and general business access to Santa Paula, the City's entrances need to be defined and enhanced. The important local gateways are the eastern entrance at the Telegraph Road/Harvard Blvd intersection, the western entrance at the Telegraph/Peck/West Main Street intersection, the northern entrance at the State Route 150 (SR 150)/Santa Paula Street intersection, and the southern entrance at 12th Street and the Santa Clara River. Gateways of regional significance include the highway on/off ramps at Peck, Palm,

10th Street and Hallock Drive. Special planning studies for land uses, design standards and monumentation are required for these areas.

H. Regional Issues

The Heritage Valley. The "Heritage Valley" is a concept for a physical connection between Santa Paula, Fillmore, Piru, and Rancho Camulos, with a sub-regional economic development strategy. The Heritage Valley establishes a sequential journey from an urban environment to the rural ranch environment as one travels eastward. This transportation route may one day link the small towns of the Santa Clara River Valley to the coastal City of Ventura and the inland City of Santa Clarita. The Heritage Valley is also a marketing strategy for the towns along the railroad tracks to encourage tourism.

Ventura County Transportation Commission/Branch Line Master Plan. In 1995 the VCTC acquired all of Southern Pacific's Santa Paula Branch line properties and right-of-way. The VCTC executed agreements with the cities of Fillmore, Ventura, and Santa Paula as well as the County of Ventura regarding the future operations and management of the rail corridor. Pursuant to these agreements, a Master Plan has been completed. The purpose of the Master Plan is to establish a framework of policies, procedures, and standards that will guide the management and operation of the Santa Paula Branch Line rail corridor. This study examines issues associated with commuter rail, excursion rail, and freight rail. Design standards for rail line development and an associated recreational trail are addressed in this Land Use Element. Input from this Master Plan is addressed in the Land Use Plan, including a policy calling for the depot's preservation and its future use as an operating railroad depot.

Business Clusters. In 1995, the County of Ventura prepared the "Business Cluster Analysis" report. This report identified business clusters that are operating and emerging in the County. Business clusters are networks of firms and institutions that produce a set of related goods and services. Usually, these goods and services are exported outside the region or attract money into the region. This flow of revenues is one of the vital components of the regional economy. These business clusters have three key features: they are located in a relatively concentrated geographic area, the constituents of the cluster have mutual interests in technologies and the market they serve, and they involve private/public partnerships.

Emerging and growing clusters were identified in the following areas: agriculture, communications, machinery, biomedical sciences, plastics, environmental tourism, business services, health care, and education/training. A second group of emerging or possible clusters includes: electrical equipment, apparel, paper, sporting goods, cosmetics, and publishing. According to the report, Santa Paula has employment in all the emerging clusters, as well as the potential cluster businesses. The Land Use Plan supports the development and strengthening of clusters with specific policies.

Area Planning Studies. Several planning studies are currently being developed or implemented in the Santa Clara River Valley area. These parallel efforts represent an opportunity to exchange ideas, build on themes, development opportunities, and to fill in "gaps" that are identified. Pertinent planning studies include the following:

City of Fillmore Downtown Specific Plan. This plan is designed to retain and strengthen Fillmore's small town character. The railroad and citrus industry heritage, the traditional Central Park, its pedestrian oriented shopping areas, and historic 1920-1930's building styles are the core of the plan.

Lake Piru Recreation Master Plan. The United Water Conservation District, which owns and operates the Lake Piru, is currently updating the Recreation Master Plan for the lake. The ten year plan will address the expansion of overnight recreational vehicle and tent camping opportunities as well as increasing the day use and off-season use of lake facilities.

Piru Enhancement Plan. A plan for the renovation and revitalization of Piru has recently been completed and adopted by the County Board of Supervisors. This plan provides for reconstruction and rehabilitation of the town center as well as new land uses centered around a railroad related and small town theme.

Rancho Camulos Museum Master Plan. Rancho Camulos is located 1.5 miles east of Piru and has seven historical buildings, including an 1850's adobe home. Estimates have been developed that indicate a museum could draw between 20,000 - 60,000 visitors per year, depending on the development and marketing as well as the improvement of other attractions in the area.

III. GROWTH SCENARIO FOR YEAR 2020

A. City Boundaries, Sphere of Influence, and Area of Interest

The City of Santa Paula embarked on an update of the General Plan to address growth and economic issues. Beginning in 1993, city staff and citizens began studying conditions, opportunities, and constraints. Several expansion areas were developed to test and determine the direction Santa Paula should plan to grow for the year 2020. In 1997, these expansion areas were modified and grouped into three land use scenarios. A preferred growth scenario was selected by the City Council, and that scenario forms the basis of this General Plan. The Land Use Element of the General Plan in particular, carries out the preferred scenario by calling for expansion outside the existing City limits and recommending several land use and policy changes for the existing City lands.

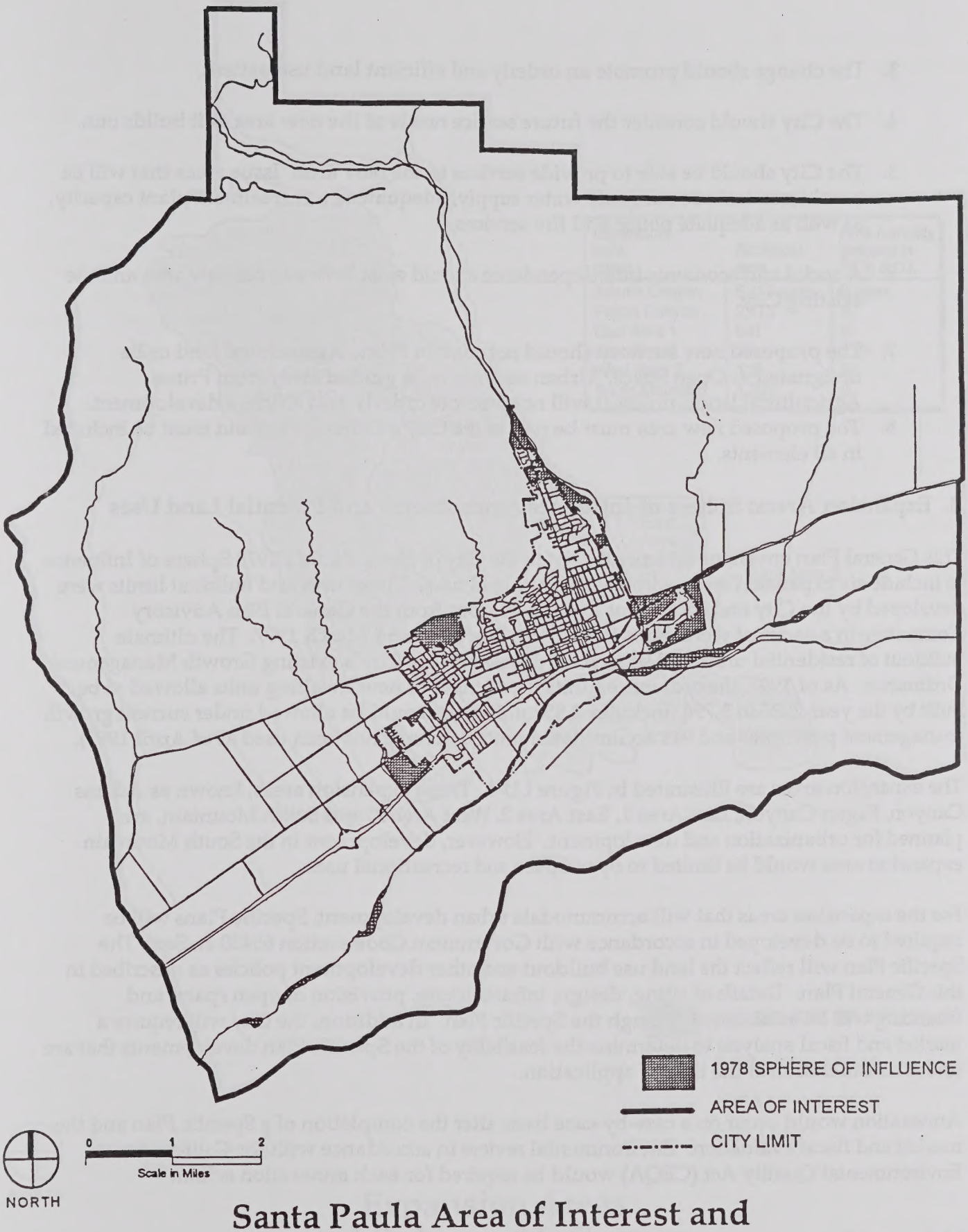
The Ventura County Guidelines for Orderly Development allow the City to consider expansion into its Area of Interest when developing long-range plans. The Area of Interest is the City's planning area. This area encompasses 74 square miles bounded on the south by the ridgeline of South Mountain and on the north by the ridge line of Sulphur Mountain between Santa Paula and the Upper Ojai area. These ridgelines dominate the viewsheds from the City to the south and north. On the west, the boundary is between Wheeler Canyon and Aliso Canyons. To the east, the boundary is Hall Road near the sycamore tree monument. Figure LU-3 illustrates the Area of Interest boundary. The Land Use Element addresses lands that are closest to the existing urban area of Santa Paula, where the delivery of community services can be carried out efficiently and effectively as envisioned by the guidelines.

The Sphere of Influence that is established by the Ventura Local Agency Formation Commission (LAFCO) designates the probable ultimate urban boundaries for the City for the foreseeable future. If the City intends to expand its corporate boundaries into this area, it must first process annexation applications through LAFCO. The City's 1978 Sphere of Influence is almost contiguous with the City limit line, as illustrated in Figure LU-3. The sphere currently contains about 460 acres.

The LAFCO is made up of seven commissioners (two county representatives, two city representatives, two special district representatives and one member from the general public). This commission will review and approve any amendments to the City of Santa Paula's 1978 Sphere of Influence and subsequent land annexations to expand the City's boundaries. The LAFCO policies that are required to be considered before the City plans to increase its Sphere of Influence or plans for the annexation of adjacent land are:

1. Sphere amendments or annexations should involve lands that are contiguous to the current City boundary, except for specific exceptions. The changes should not create a "leap-frog" of City lands out into County territory. Also, the changes should not create an "island" of County land that is substantially surrounded by City lands.

2. Development of existing vacant land within the City is encouraged before any proposal is approved for expansion.



Santa Paula Area of Interest and 1978 Sphere of Influence

Figure LU-3

3. The change should promote an orderly and efficient land use pattern.

4. The City should consider the future service needs of the new area as it builds out.

5. The City should be able to provide services to the new area. Issue areas that will be considered include adequate water supply, adequate sewer treatment plant capacity, as well as adequate police and fire services.

6. A social and economic interdependence should exist between the new area and the existing City.

7. The proposed new territory should not contain Prime Agricultural land or be designated as Open Space. Urban uses are to be guided away from Prime Agricultural lands, unless it will not promote orderly and efficient development.
8. The proposed new area must be part of the City's General Plan and must be included in all elements.

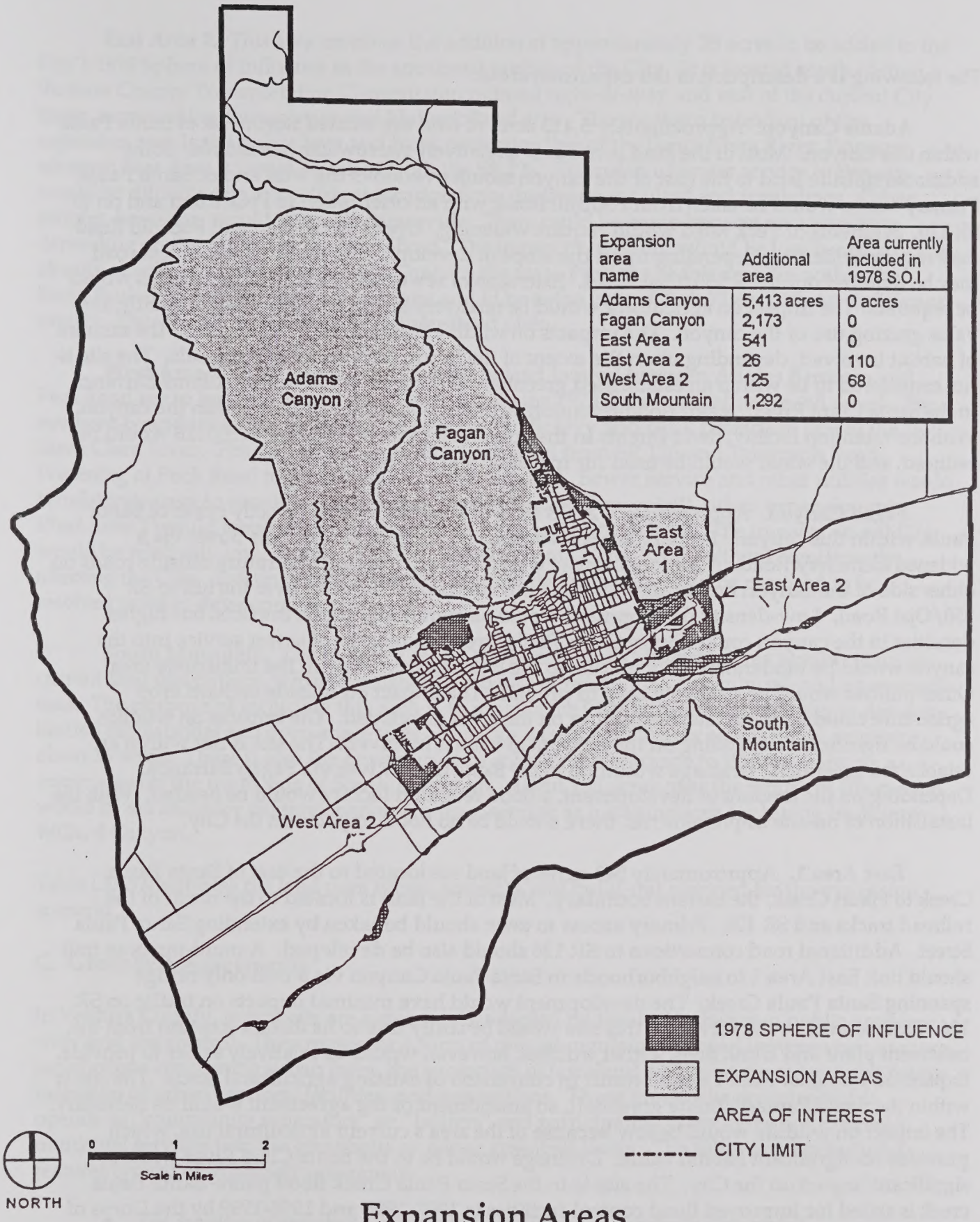
B. Expansion Areas: Sphere of Influence Amendments and Potential Land Uses

This General Plan envisions an amendment to the City of Santa Paula's 1978 Sphere of Influence to include six expansion areas with a variety of land uses. These uses and buildout limits were developed by the City and consultant team with input from the General Plan Advisory Committee in a series of workshops in January, February, and March 1997. The ultimate buildout of residential units will be in accordance with the City's existing Growth Management Ordinance. As of 1997, the ordinance limits the number of new dwelling units allowed to be built by the year 2020 to 3,796 (includes 2,852 units that would be allowed under current growth management principles and 944 accumulated units that have not been used as of April 1997).

The expansion areas are illustrated in Figure LU-4. These expansion areas, known as Adams Canyon, Fagan Canyon, East Area 1, East Area 2, West Area 2, and South Mountain, are planned for urbanization and development. However, development in the South Mountain expansion area would be limited to open space and recreational uses.

For the expansion areas that will accommodate urban development, Specific Plans will be required to be developed in accordance with Government Code section 65450 et. Seq. The Specific Plan will reflect the land use buildout and other development policies as described in this General Plan. Details of siting, design, infrastructure, provision of open space, and financing will be established through the Specific Plan. In addition, the City will require a market and fiscal analysis to determine the feasibility of the Specific Plan developments that are under consideration at the time of application.

Annexation would occur on a case-by-case basis after the completion of a Specific Plan and the market and fiscal evaluation. Environmental review in accordance with the California Environmental Quality Act (CEQA) would be required for each annexation action.



Expansion area name	Additional area	Area currently included in 1978 S.O.I.
Adams Canyon	5,413 acres	0 acres
Fagan Canyon	2,173	0
East Area 1	541	0
East Area 2	26	110
West Area 2	125	68
South Mountain	1,292	0

Expansion Areas and Sphere of Influence

Figure LU-4

The following is a description of the expansion areas:

Adams Canyon. Approximately 5,413 acres of land are located northwest of Santa Paula within this canyon. Most of the land is north of a relatively narrow canyon mouth. Some additional hillside land to the east of the canyon mouth overlooks the west end of Santa Paula. Primary access would be taken from Foothill Road, with an orientation to Peck Road and on to SR 126. Segments of Peck Road would require widening. Upper Peck Road and Foothill Road may require widening, depending upon the scope of development. A secondary access road may be required out to SR 150/Ojai Road. Extension of sewer service and other utilities would be required. The impact on agriculture would be relatively low due to the predominantly low-value grazing use of the canyon. The impacts on wildlife could be significant due to the amount of habitat involved, depending upon the extent of the future development proposals. The site is not considered to be within an established greenbelt. Drainage would follow Adams Barranca to the Santa Clara River. Major flood retention facilities would be required within the canyon. With the retention facility, flood threats in the areas west of town adjacent to SR 126 would be reduced, and the water would be used for irrigation and fire protection.

Fagan Canyon. Approximately 2,173 acres of land are located directly north of Santa Paula, within this canyon. Primary access would be taken from Santa Paula Street via a widened Cemetery Road. Additional access would be from existing and future hillside roads on either side of the canyon mouth, along with a possible connection east over the hill to SR 150/Ojai Road. Low-density development would have minimal traffic impacts, but higher densities in the canyon could impact Santa Paula Street. Extension of sewer service into the canyon would be moderately difficult due to the lack of a trunk line in the immediate area. Other utilities would be relatively easy to provide. The impact on hillside orchard crop agriculture could be moderate, depending on the areas developed. The impacts on wildlife could be significant depending on the amount of habitat involved. The site is not within an established greenbelt. Drainage would be to the Santa Clara River via Fagan Barranca. Depending on the amount of development, a flood retention facility would be needed. With the installation of on-site improvements, there should be no flood impacts on the City.

East Area 1. Approximately 541 acres of land are located to the east of Santa Paula Creek to Haun Creek, the eastern boundary. Most of the land is located to the north of the railroad tracks and SR 126. Primary access to town should be taken by extending Santa Paula Street. Additional road connections to SR 126 should also be developed. A multi-purpose trail should link East Area 1 to neighborhoods in Santa Paula Canyon via a trail-only bridge spanning Santa Paula Creek. The development would have minimal impacts on traffic on SR 126. Extension of sewer service to this site would be costly due to its distant location from the treatment plant and trunk lines. Other utilities, however, would be relatively easier to provide. Expansion into East Area 1 would result in conversion of existing agricultural lands. The site is within the Santa Paula-Fillmore greenbelt, so amendment of the agreement would be necessary. The impact on wildlife would be low because of the area's current agricultural use, which provides no significant habitat value. Drainage would be to the Santa Clara River without significant impact on the City. The site is in the Santa Paula Creek flood plain. Santa Paula creek is slated for improved flood control facilities in 1997-1998 and 1998-1999 by the Corps of Engineers.

East Area 2. This area involves the addition of approximately 26 acres to be added to the City's 1978 Sphere of Influence in the southeast portion of the City. It is located south of the Ventura County Transportation Commission railroad right-of-way and east of the current City limits, surrounding the incorporated Hallock Road area. The southern boundary of this expansion area is the public levy and bank protection line of the Santa Clara River. Primary access to East Area 2 would be taken from the SR 126. Extension of sewer service to this site would be difficult due to its distant location from the treatment plant and trunk lines. Other utilities, however, would be easier to provide. There could be some impacts on agriculture depending on the quality of land involved. The impact on wildlife would be low because of the already existing impacts or urban land uses in the area. Portions of this area are within the Santa Paula-Fillmore greenbelt. Drainage would be to the Santa Clara River without significant impact. The site is in the Santa Clara River flood plain.

West Area 2. Approximately 125 acres of land located between Adams Barranca and Peck Road are to be added to existing lands within the 1978 Sphere of Influence (68 acres). The southern boundary of this expansion area is the public levy and bank protection line of the Santa Clara River. Primary access would be Peck Road from SR 126 and Telegraph Road. Widening of Peck Road to four lanes would be required. Sewer service and other utilities would be relatively easy to provide. Though not in an established greenbelt, urban expansion into West Area 2 would result in the conversion of some agricultural land. The impacts on wildlife would be relatively low. Drainage would be to the Santa Clara River without significantly affecting the City. Existing flood problems north of the freeway would be required to be resolved prior to development of this area.

South Mountain. The majority of the 1,292-acre South Mountain area would retain its current land use pattern, which consists of a mixture of residential, agricultural, and open space uses. The purpose of including this area is to provide the City with the opportunity to develop limited recreational and open space uses. The City would develop six soccer fields, requiring about 15 acres. There is also the opportunity to enhance the entrance to Willard Canyon, a scenic area on the north side of South Mountain. About 100 acres near the mouth of the canyon would be set aside for passive open space uses, serving as a staging area for hiking trails into Willard Canyon.

Table LU-5 illustrates the land uses types, amounts, and build-out planned for the expansion scenario.

C. Greenbelt Agreements

In Ventura County, greenbelts are agreements, adopted by resolution between public agencies with land use control. They represent a form of mutual regulatory control between two or more jurisdictions concerning urban form, the protection of farmland and open space land, the future extension of urban services/facilities, and annexations. These greenbelts are intended to operate as "community separators" or "buffers" and participating cities agree not to extend municipal services into the greenbelts or annex greenbelt lands. The following list includes features typical of greenbelt agreements.

- *The duration of greenbelt agreements is usually for an indefinite time period.*
- *Generally, the lands within a greenbelt area are designated "Agricultural" or "Open Space."*

Table LU-5. Land Uses and Build-Out for the Expansion Areas

Expansion Area	Acreage/Use	Buildout	Gross Density
Adams Canyon *5,413 acres*	4,694 acres/SFR	1,980 dwelling units	0.42 acres
	15 acres/MFR	180 dwelling units	13.3 du per acre
	5 acres/MFR	90 dwelling units	20 du per acre
	10 acres / neighborhood comm.	152,460 SF	0.35 FAR
	25 acres/schools	2 schools	12.5 acres per school
	34 acres active parks	park and recreation	n/a
	230 acres resort hotel with golf course	hotel/golf course	200 room hotel
	150 acres/hotel and golf	Golf course/recreational amenity	n/a
	220 acres/passive open space	open space	n/a
Fagan Canyon *2,173 acres*	1,953 acres/SFR	450 dwelling units	0.23 du per acre
	5 acres/ neighborhood comm.	76,230 SF	0.35 FAR
	7 acres/active parks	park/recreation	n/a
	208 acres/passive open space	open space	n/a
East Area 1 *541 acres*	342 acres/SFR	742 dwelling units	2.2 du per acre
	20 acres/MFR	90 dwelling units	5 du per acre
	5 acres/MFR	68 dwelling units	15 du per acre
	10 acres/school	one school	10 acres per school
	13.5 acres active park	park and recreation	n/a
	150 acres/hotel and golf	hotel and golf	n/a
East Area 2* *26 acres (plus 110 acres in 1978 SOI)*	50 acres/Highway commercial	544,500 SF	0.25 FAR
	55 acres/Light Ind./R+D	718,740 SF	0.30 FAR
	31 acres/ Industrial	337,590 SF	0.25 FAR
West Area 2* *125 acres (plus 68 in 1978 SOI)*	125 acres/Light Ind./ R+D	1,905,750 SF	0.35 FAR
South Mountain *1,292 acres*	15 acres / active parks (6 soccer fields)	park/recreation	n/a
	Approx. 100 acres / regional park (staging area for canyon hiking trails)	park/recreation	n/a
	remainder retains current uses	current uses	n/a

Source: Santa Paula General Plan Advisory Committee, City of Santa Paula Planning Department, Rincon Consultants. Total housing buildout is 10% lower than Advisory Committee recommendations to accommodate Growth Management Ordinance caps through the 2020 planning horizon. Note that the Single Family Residential use category includes all land not designated for other uses. Therefore, gross densities are low because of incorporation of undevelopable hillside and open space areas.

** Buildout of East Area 2 and West Area 2 incorporate 1978 Sphere of Influence acreage that is vacant or developed in agricultural uses.*

- *Greenbelt agreements have no binding legal authority to regulate land uses. That authority is found in the jurisdiction's general plans and zoning ordinances. Greenbelts, together with other planning and regulatory tools have functioned as a deterrent to the premature development of farmland and open space lands. Greenbelts, however, do not provide for permanent conservation or preservation.*
- *Any party to a greenbelt agreement may elect to terminate their participation in the policy agreement at any time.*
- *Establishing a greenbelt does not require the consent of the affected property owners.*
- *Greenbelt lands are not public open space, the lands are privately owned.*
- *Because the lands within a city's sphere of influence are intended for eventual annexation to a city, greenbelt agreements usually involve lands outside a city's sphere of influence.*

Santa Paula is a partner in two Greenbelt Agreements that affect lands contiguous to the City on the east and the west:

1. **The Santa Paula and City of San Buenaventura Greenbelt Agreement** was adopted in 1967. This agreement covers approximately 8,349 acres from the Adams Barranca eastward to the Franklin Barranca. There are no defined southern or northern boundaries. A map prepared by Ventura County Resource Management Agency shows the western greenbelt line extending from the Santa Clara River northward to the canyon lands above Foothill Road. Some interpretations indicate that the agreement was intended to cover the flat prime agricultural lands south of Foothill Road and not the northern canyon lands as they contain little or no prime agricultural lands.

2. **The Santa Paula and Fillmore Greenbelt Agreement** was established in 1980. This agreement covers approximately 34,200 acres and is the largest greenbelt in Ventura County. The eastern boundary lies at Sespe Creek adjacent to Fillmore and the western boundary runs down along Santa Paula Creek, around the City's eastern 1978 Sphere of Influence line to an extension of 12th Street. The southern boundary is the South Mountain ridgeline and Oak Ridge. The northern boundary lies at the Los Padres National Forest boundary.

When the City amends the 1978 Sphere of Influence to include lands east of the City, the Santa Paula and Fillmore Greenbelt Agreement will be affected. The City intends to amend the agreement to remove 567 acres that are part of expansion areas East Area 1 and East Area 2. Policies in this plan would initiate an agricultural land or easement purchase program funded by fees collected from development within existing greenbelt areas.

D. Land Use Changes within the Present City Limits

In addition to expansion areas around the edges of the city, issues affecting infill development must be considered. With recommendations from the Santa Paula Planning Department and input from the community through the General Plan Advisory Committee facilitated in a series of workshops, several land use issues have been identified. These issues are addressed in the policies and implementation measures in the Land Use Element. These changes are as follows:

1. Land use changes, development projects and public improvements identified in the Downtown Improvement Plan should be implemented.
2. Commercial uses on the 10th Street corridor between SR 126 and Santa Paula Street should be encouraged.
3. Heritage Valley/tourist uses should be encouraged along the railroad corridor.
4. A bicycle/hiking trail should be encouraged along the railroad corridor.
5. Landscaping and a linear park should be encouraged along the railroad right-of-way.
6. Airport area land uses must be compatible with airport operations.
7. There is a need to locate soccer/ball fields within the City.
8. A Civic, Park or Open Space designation, should be put on all public lands and facilities.
9. Designate the southerly half of New Street between Ojai and Oak Streets as Medium High Density Residential.
10. Reconcile the latest flood map with the designation of "River," "Open Space," and "Special Study Areas" as appropriate.
11. Designate all mobile home parks with a Mobile Home Park designation.
12. Provide for the annexation of all existing County "pockets" in and adjacent to the current City lands.
13. Remove the "Reserve" and "Phased Reserve" designations.
14. Adopt a Historic Overlay Zone for portions of the downtown and surrounding historic neighborhoods.
15. Develop a Mixed Use land use designation and apply it in certain areas.
16. Expand auto sales and other regional retail uses in the Hallock Drive area.
17. Re-designate certain industrial parcels on the westside of town to multi-family residential use and encourage the development of senior housing.
18. Re-designate certain portions east of 10th Street and south of Main Street from industrial to residential and neighborhood commercial to reflect the existing land use patterns.
19. Accommodate a transition from industrial to mixed industrial and commercial uses in the area east of 10th Street, south of Santa Paula Street, and north of Main Street.
20. Accommodate a grocery store to serve the east side of town.
21. Accommodate a teen center, skating rink, or other use in the City.

The Land Use Element addresses the issues listed above through policies and implementing measures. In response to a number of the objectives listed above, the Land Use Map that accompanies this General Plan Update has been revised. Many of the revisions simply reflect existing land use patterns and do not represent actual changes to land uses. These revisions also reflect the City's desire to allow a mix of land uses consistent with policies. Additionally, the Land Use Map has been updated to reflect changes in zoning and land use designations which have occurred in past years.

E. Development/Build-Out Potential and Population Growth Under the Land Use Element

The Land Use Plan allows for build-out of existing City lands as well as phased annexations. Table LU-6 illustrates the theoretical new development potential of both existing City lands and the expansion areas, and summarizes the potential development upon full buildout of the General Plan. The type and amount of development that actually occurs will depend on market

forces and an aggressive marketing plan by the City. The City realizes that total industrial, commercial, and residential build-out may not occur within the 2020 horizon of the General Plan. However, making the land available will eliminate one obstacle and provide an incentive for growth to occur.

Table LU-6. New Development Potential

Land Use	Existing Development in City	Potential Development			Total Upon Buildout (Existing plus Potential)
		Potential Growth within City Limits	*Potential Growth within Expansion Areas*	*Subtotal of Potential Development*	
Residential	8,441 DU	*207 DU*	*3,600 DU*	*3,807 DU*	12,248 DU
Commercial	4,017,000 SF	*228,690 SF*	*773,190 SF*	*1,001,880 SF*	5,018,880 SF
Industrial	4,124,000 SF	*1,154,340 SF*	*3,702,600 SF*	*4,856,940 SF*	8,980,940 SF
Active Parks and Recreation	36 acres	*3 acres*	*69.5 acres*	*72.5 acres*	108.5 acres
Passive Open Space / Golf	141 acres	*n/a*	*1,058 acres*	*1,058 acres*	1,199 acres
Schools	12 schools	*n/a*	*3 schools*	*3 schools*	15 schools

Existing Residential is from Department of Finance, January 1997. Existing Commercial and Industrial estimates are from Ventura County Assessor, 1994. Commercial and Industrial do not include storage or warehouse space. Existing Parks and Open Space are from Baseline Conditions Assessment. Existing schools include those outside the City that serve the City's population. Potential growth within City limits is from Santa Paula Community Development Department.

IV. LAND USE PLAN MAP AND LAND USE CATEGORIES

A. Land Uses: Location, Development Intensities, and Population Densities

The purpose of the Land Use Plan Map and the Land Use Categories is to provide designations to guide the general distribution, location, and extent of the various types of land uses in the City. The categories also describe density and intensity criteria for physical development.

Land Use Plan Map. The Land Use Plan Map, shown in Figure LU-5, illustrates the location of each land use category. Land use designations for the expansion areas are not assigned precise locations, as these will be determined by Specific Plans. In any case where uncertainty exists regarding the location of boundaries of any land use category, circulation alignment, or other symbol or line found on the Land Use Plan Map, the following procedures will be used to resolve such uncertainty:

- *Boundaries shown as approximately following lot lines shall be construed as following such lot lines.*
- *Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.*
- *Boundaries shown or approximately following the limits of any municipal corporation shall be construed as following such limits.*
- *Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.*
- *Boundaries shown as following or approximately following the centerlines of creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water and, in the event of a natural change in the location of such water courses, the zone boundary shall be construed as moving with the channel centerline.*
- *Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map.*

Land Use Categories. The following descriptions of the Land Use Categories are identified as illustrated on the Land Use Map; combined, these form the foundation of the Land Use Element. In cases where interpretation is necessary, the Planning Director will make an interpretation. This interpretation is subject to appeal to the Planning Commission and City Council. Table LU-7 summarizes each land use category, its location within the City, and the associated development density or intensity. A detailed description of each land use category follows.

Figure LU-5 (11 x 17)

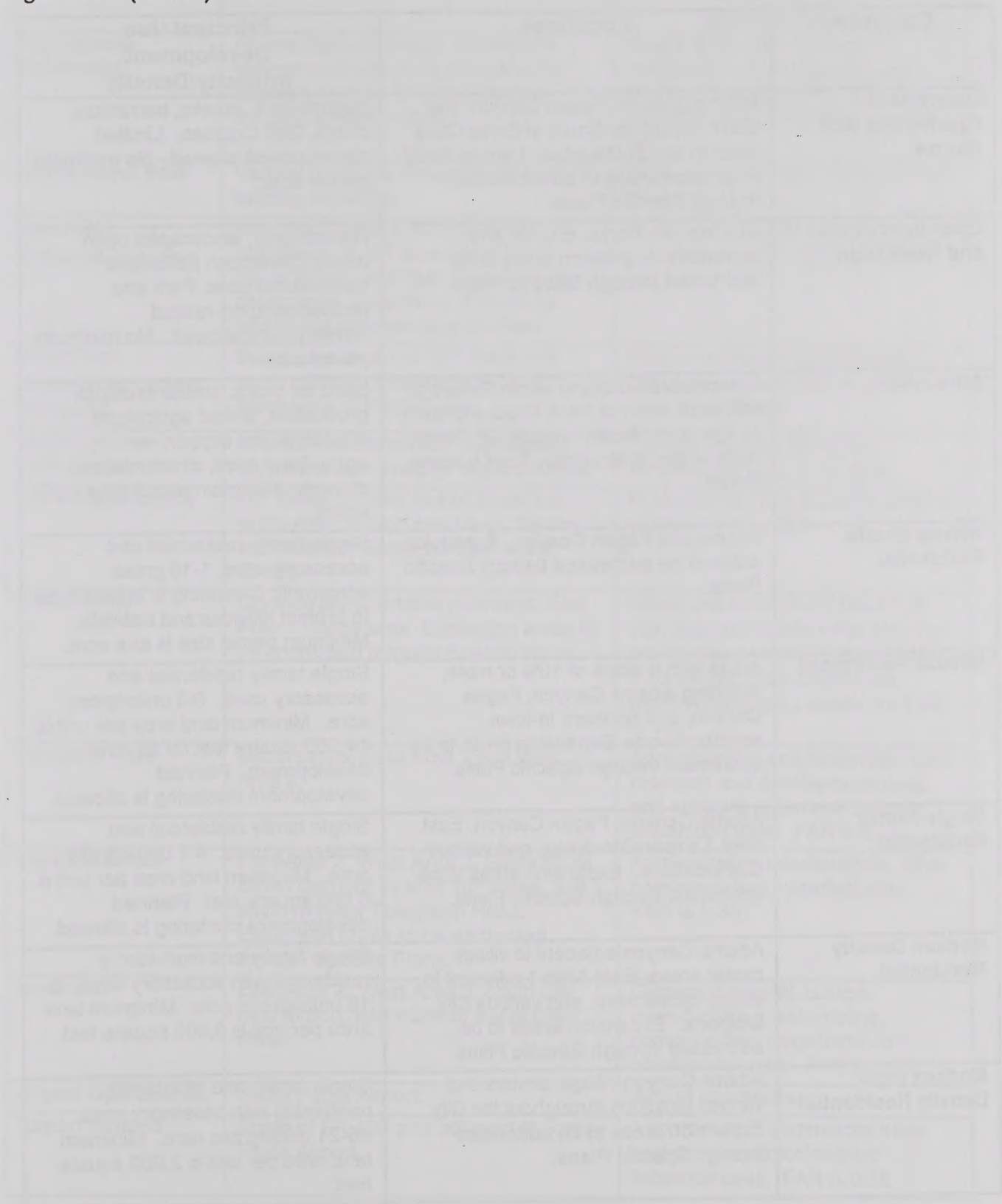


Table LU-7. General Plan Land Use Categories

Category	Locations	Principal Use Development Intensity/Density
Open Space / Passive and Golf Course	Adams Canyon, Fagan Canyon, and South Mountain. South of Santa Clara River to South Mountain (Lemon) Road. Expansion areas to be addressed through Specific Plans.	Natural land, creeks, barrancas, rivers. Golf Courses. Limited development allowed. No minimum parcel size.
Open Space/Parks and Recreation	Existing City Parks, creeks, and barrancas. Expansion areas to be addressed through Specific Plans.	Natural land, landscaped open areas, developed parks and recreational uses. Park and recreation/sport-related development allowed. No minimum parcel size.
Agriculture	Unincorporated island within Sphere of Influence; west of Peck Road and north of Telegraph Road; west of 12th Street, north of South Mountain Road (Lemon Road).	Land for crops, limited livestock production, limited agriculture, incidental and supportive agricultural uses, structures and storage. Minimum parcel size is 20 acres.
Hillside Estate Residential	Adams and Fagan Canyon. Expansion areas to be addressed through Specific Plans.	Single family residential and accessory uses. 1-10 gross acres/unit. Clustering is encouraged to protect hillsides and habitats. Minimum parcel size is one acre.
Hillside Residential	Areas with a slope of 10% or more, including Adams Canyon, Fagan Canyon, and northern in-town neighborhoods. Expansion areas to be addressed through Specific Plans.	Single family residential and accessory uses. 0-3 units/gross acre. Minimum land area per unit is 14,500 square feet for all new development. Planned development clustering is allowed.
Single Family Residential	Adams Canyon, Fagan Canyon, East Area 1 expansion areas, and various City locations. Expansion areas to be addressed through Specific Plans.	Single family residential and accessory uses. 4-7 units/gross acre. Minimum land area per unit is 6,000 square feet. Planned development clustering is allowed.
Medium Density Residential	Adams Canyon adjacent to village center areas, East Area 1 adjacent to village center area, and various City locations. Expansion areas to be addressed through Specific Plans.	Single family and multi-family residential with accessory uses. 8-15 units/gross acre. Minimum land area per unit is 3,000 square feet.
Medium High Density Residential	Adams Canyon village centers and various locations throughout the City. Expansion areas to be addressed through Specific Plans.	Single family and multifamily residential with accessory uses. 16-21 units/gross acre. Minimum land area per unit is 2,000 square feet.

Table LU-7. General Plan Land Use Categories

Category	Locations	Principal Use Development Intensity/Density
High Density Residential	Adams Canyon village centers and various locations throughout the City. Expansion areas to be addressed through Specific Plans.	Single family and multifamily residential with accessory uses. 22-29 units/gross acre. Minimum land area per unit is 1,500 square feet.
Mobile Home Park	Various locations throughout the City; 6 existing locations.	0-10 units/gross acre. Minimum 10 acre parcel.
Mixed Use: ***Office / Residential***	Select locations in downtown and on Mill Street; at 10th Street and Santa Paula Street, and East Area 1 village center area. Expansion areas to be addressed through Specific Plans.	Multi-family residential and commercial uses. 0-12 units/acre.
Mixed Use: ***Commercial / Light Industrial***	Select areas east of 10th Street and south of Santa Paula Street. Select areas west of Peck Road.	Uses are allowed to mix to reflect the heavy commercial character of East Main Street.
Neighborhood Commercial	At travel nodes/primary intersections citywide and in existing neighborhoods.	Convenience shopping and personal services. 0.25 FAR.
Commercial Office	10th Street corridor to Mill Street and North Alley; March and Dean; Steckel and Moultrie; Santa Barbara and 4th Street;	Professional offices, banks, medical clinics. FAR is 0.50
Commercial	Citywide along arterial roadways, East Area 1 village area. Expansion areas to be addressed through Specific Plans.	Retail and services for the entire city, auto sales, and other highway-oriented commercial uses. FAR is 0.35 except in the Downtown Improvement Area where the FAR is 1.0.
Industrial Park	South part of East Area 2 and West Area 2.	Administrative and production uses; research and development uses, and supporting commerce and production uses. FAR is 0.25
Light Industrial	East Area 2, West Area 2, Santa Paula Street Corridor east of 10th Street, and south of West Telegraph Road. Expansion areas to be addressed through Specific Plans.	Administrative headquarters, other commerce and manufacturing. FAR is 0.30.
Industrial	East Area 2, West Area 2, south City near airport, and north of Santa Clara River.	General industrial, custom manufacturing, assembling, compounding, neighborhood commercial uses. FAR is 0.35
Airport Operational	Santa Paula Airport.	Airport operations.
Airport Related	South of SR 126 and adjacent to Santa Paula Airport.	Airport-related commercial sales and service, airport-related industrial uses. FAR is 0.35

Table LU-7. General Plan Land Use Categories

Category	Locations	Principal Use Development Intensity/Density
Institutional/Civic	All current school, park, and utility office sites. Hospital and City offices.	Hospitals, community centers, government offices, cemeteries, public service facilities.
Overlays and Special Study Areas		
Downtown Improvement District Overlay	City center area.	Enhancement of Downtown core through special design and public amenity development. An underlying land use designation exists.
Downtown Historical District Overlay	City center area.	Protection of Buildings/Neighborhood with Historic Merit. An underlying land use designation exists.
Mining Resource Overlay	Areas of Santa Paula Creek and Santa Clara River.	Protection of State-Designated Mineral Resource Areas.
Special Study Areas	Overlays for Harvard Boulevard Corridor, Southeast Neighborhood, Railroad Corridor, City entrances, and Floodway areas.	Areas where special policies and standards are indicated.

B. Open Space: Parks and Recreation/Golf Courses/Passive Open Space

Open space has several important functions within Santa Paula. It provides physical and visual relief to the urban environment. It is a resource for water recharge, water drainage, and biological habitat. Open space also provides accessible land for outdoor recreational pursuits.

This land use includes neighborhood parks, undeveloped parkland, creeks, and barrancas. The City has one Community Center, a Boys and Girls Club, and nine public parks that provide approximately 36.5 acres of developed parkland. In accordance with National Park and Recreation Association standards, the City should provide 5 acres of parkland per thousand people.

Open Space designations in the Land Use Element include: Santa Clara River, Santa Paula Creek, undevelopable and set-aside areas of Adams Barranca, Fagan Barranca and the City/regional parks. Open Space designations should be applied to linear parks and corridors as well, including multi-purpose trail corridors. For expansion areas that involve canyons or existing greenbelt area, a minimum of 10% of the land area will be dedicated to passive open space or golf courses. This will yield a total of about 1,200 acres of open space in addition to formal park and recreation uses.

C. Agricultural Uses

An agricultural land use category has been developed to retain existing agricultural land uses and ensure that continued agricultural uses are consistent with the General Plan.

Agricultural land use designations in the Land Use Element include the areas west of Peck Road and north of Telegraph Road, and north of South Mountain Road (Lemon Road) within the South Mountain expansion area. These lands are intended for crops, limited livestock production, limited agriculture, incidental and supportive agricultural uses, structures, and storage on parcels of no less than 20 acres in size.

D. Residential Uses

Several residential land use categories have been developed to provide for a continuous range in residential densities from 10 acres per dwelling unit to a maximum of 29 dwelling units per gross acre. Site area requirements extend from 10 acres to about 1,500 square feet of land area for each dwelling unit.

The *Hillside Estate Residential* category provides a rural residential land use for the Adams and Fagan Canyon expansion areas. The intent of this land use category is to provide for low density development in sensitive hillside and canyon bottom areas.

The *Hillside* and *Single-Family* categories provide stable single-family residential areas with a neighborhood orientation prohibiting incompatible land uses or densities, and providing an inward orientation by limiting through vehicular traffic by the use of discontinuous collectors and siting of residences with back up design on main thoroughfares when possible. In such cases, pedestrian and bicycle access should be provided to encourage these travel modes for local trips.

The *Medium-Density Residential* category provides a residential buffering land use between Single-Family Exclusive and Medium High or High Density Residential. This land use category will allow for attached housing, such as townhouse developments. The *Medium-High Residential* and *High Density Residential* categories provide for higher residential densities to be dispersed and/or located within neighborhoods in such a manner that there is easy access to arterial and collector streets, thereby maintaining or reducing the vehicular traffic load on local/interior neighborhood residential service streets. Incidental residential uses are also allowed in the open space and agriculture land use categories on a conditional basis for large lots.

Residential uses are encouraged in the commercial office neighborhoods that have been designated for *"Mixed Use"* and they are conditionally acceptable in other commercial zones. This is acceptable because of the mixed land use character of the City where large portions of commercially zoned land are presently utilized for residential purposes. New residential development in commercial land use categories should be vigorously controlled and developed so that it does not jeopardize future supportive commercial development within the City.

Mobile homes are no longer viewed as a transitional land use but as an alternative housing type. Single mobile homes are allowed in most residential land use districts. This Land Use Plan establishes a Mobile Home Park residential land use designation for mobile home parks.

Hillside Estate Residential. This category provides a rural residential land use for the Adams and Fagan Canyon expansion areas. The intent of this land use category is to provide for low density development in sensitive hillside and canyon bottom areas in order to preserve natural features and habitat areas. Development is not allowed on ridgelines. This land use category provides for a density of 1 to 10 gross acres per dwelling unit. Clustering of units is encouraged. A slope density formula may be developed as part of a Specific Plan to determine the appropriate density.

Hillside Residential. The purpose of this residential land use category is to protect those areas of the City's hillside with a slope of 10% or more from haphazard development in an environmentally fragile area. Because of the geologic and topographic constraints in the hillsides, the density range proposed in the hillsides would be from 0 to 3 dwellings per gross acre. Land area per dwelling would range from 1 dwelling per 10 acres to one dwelling per 14,500 square feet. A slope-density formula may be developed to guide development to less slope-impacted areas and to minimize grading and topographical modification.

This land use category would be developed to preserve the hillsides in their natural state to the extent feasible. Development would be prohibited on ridgelines and extreme slopes – defined as those of 30% or more – and within existing arroyos and barrancas. This will be analyzed and may be modified as part of a Specific Plan if approved by the City Council. These barrancas would provide buffer zones between residential areas and potential linear connectors of open spaces for hiking and other recreational uses. Traditional single-family housing would predominate. However, planned developments providing clustered single-family housing will be allowed in accordance with a slope-density program that would minimize grading, preserve open space, and blend new development with the topography.

Single Family. The purpose of this designation is to provide a residential area where traditional single-family residences can be located. The density range proposed in these areas would be from 4 to 7 dwellings per gross acre. Land area per dwelling would range between one dwelling per ten acres to one dwelling per 6,000 square feet. This designation includes existing single family subdivisions and undeveloped or underdeveloped land west of Santa Paula Creek.

This land use category insures continued stability of exclusively single-family residential neighborhoods through prohibition of incompatible land uses, or more intense residential uses. Through traffic would also be discouraged. Traditional single-family housing would predominate. However, well-designed planned residential developments providing cluster housing that blends with the single-family character of the area will be allowed if adequate compensating open space is provided and the proposed density does not exceed that established by the zoning district in which the planned development was requested. Second units are allowed if all zoning requirements are fulfilled.

Medium Density Residential. The purpose of this designation is to provide a residential area where a range of residential land uses from low-density single-family to medium-density multi-family housing is compatibly arranged in an appropriate neighborhood setting. The density range proposed in these areas would be from 8 to 15 dwellings per gross acre. Land area per dwelling would be a minimum of 3,000 square feet.

The type of units developed in this category could range from single-family detached units to smaller multi-unit structures. An appropriate combination or mix of the small lot single-family (detached and duplex) to the more luxurious garden apartment or townhouse would be desirable. These residential areas would still have a predominately single-family character.

Medium-High Density Residential. The purpose of the medium-high density residential land use category is to provide a wide range of residential housing from single-family to medium-high density multi-family housing in a compatible manner. The density range proposed in these areas would be from 16 to 21 dwellings per gross acre. Land area per dwelling would be a minimum of 2,000 square feet. This zone includes east and west Palm Avenue and various areas in the City.

The type of units developed in this category could include single-family detached, duplexes, townhouses and larger multifamily units within a broad economic range.

High-Density Residential. The purpose of this category is to provide high density residential housing in the downtown and other appropriate areas within the City. The density range proposed in these areas would be from 22 to 29 dwellings per gross acre. Land area per dwelling would be a minimum of 1,500 square feet. This zone includes properties in the central and west side of town, mostly north of the railroad corridor.

This land use category provides high density residential uses with convenient access to the downtown shopping area and other City services. Such developments should be located adjacent to arterial or collector streets for good access.

Mobile Home Park. Mobile homes have become increasingly popular as an alternative to conventional housing. The City has six mobile home parks. The majority of the residents are elderly. The Mobile Home Park category applies to all currently developed Mobile Home Parks and will be applied to all proposed Mobile Home Parks. The density standard is for 0 - 10 units per gross acre. Proposed mobile home parks shall be established as a condominium development (individual ownership.)

General Planning Standards for Mobile Home Parks include:

1. Ten-acre minimum site.
2. Six-foot masonry walls to buffer noise.
3. Adequate on-site developed recreational areas.
4. Use of extensive landscaped open spaces and site design to mitigate environmental impacts and promote mobile homes as an alternative to traditional housing.
5. Adequate storage for residents.

Mixed Use: Residential/Office and Commercial/Light Industrial. A mixed-use designation would apply to areas where housing and commercial or industrial uses currently co-exist or are encouraged to be developed in an integrated fashion. Examples of mixed use include older retail developments along Main Street, where apartments are housed above retail and office uses. Another example is in industrial areas where photographers, sculptors, or designers set up studio space along with their residence. Such uses are considered beneficial to urban neighborhoods, and the General Plan seeks to endorse those benefits. The General Plan

intends to both acknowledge existing mixed-use areas such as in the southeast neighborhood and the downtown, and encourage new mixed use development in East Area 1.

The mixed residential/office use would be allowed in the Downtown area and as designated on the Land Use Plan Map. Housing would be allowed on upper floors, and offices would be allowed on the ground floor. Residential densities could not exceed the City's Medium High Density category of 21 units per gross acre.

The mixed use Commercial/Light Industrial land use would be allowed in the east part of downtown Santa Paula in areas north and south of Main Street and to the north and south of SR 126 in both the east and west sides of town. This use would allow for heavy commercial uses - such as farm implement sales - and associated storage, warehousing, and manufacturing. The use is designed to acknowledge and encourage a work/sale use and to support the agricultural industry. Also, artist live-work spaces are encouraged in this area.

E. Commercial Land Uses

A healthy business community can provide choice and convenience for the consumer, along with profits for the developer and business person. The plan provides for three hierarchical categories of shopping centers: Central Business District, Community Shopping Center, and Neighborhood Shopping Centers. Three land use categories are also proposed: *Commercial*, *Commercial Office*, and *Neighborhood Commercial*. Only one new major commercial area is proposed in East 2, but neighborhood serving commercial is proposed in each of the residential expansion areas.

Commercial. The purpose of this land use category is to designate areas that will provide services for the entire community and will accommodate specialized uses which serve the City at large, such as auto sales. The classification is applied to the "downtown" area of the City as well as expansion in the East Area 2. The "downtown" area is the traditional commercial center of the City, and its well being is essential to the community's identity and the sustenance of commercial activity in the City's core. This land use provides a range of goods and services at a concentrated scale. This classification is also applied to all other commercial uses in the City including areas zoned C-1 and C-2, along Harvard Boulevard, but not neighborhood commercial areas or commercial office areas.

Commercial Office. The purpose of this land use category is to set aside certain areas within the City for the exclusive use of low profile professional and limited commercial office development. Such developments shall maintain high standards relating to: open space, the concentration of buildings, parking facilities, landscaping, pedestrian and vehicular circulation. Commercial offices are encouraged to concentrate in the Central Business District and in select locations in or abutting community shopping centers. Limited amounts of such professional offices should be permitted in community shopping centers or in low-density professional centers abutting shopping centers.

This land use category provides for the grouping of the medical and dental professions, lawyers, engineers, architects and other similar services. Medical clinics, banks, savings and loans, real estate, insurance, utility offices and facilities for other administrative functions related to the operation of both private and public corporations are also included in this classification.

Neighborhood Commercial. The purpose of the Neighborhood Commercial category is to provide an area of convenience shopping and personal services, which is supportive of, and compatible with the neighborhood where it is located. Neighborhood shopping centers would range in size from existing small lots (neighborhood corner stores) to new village center sites in the expansion areas that would measure up to ten acres. Under normal conditions, all shopping facilities in the neighborhood should be combined in one location for the convenience of the shopper. Such centers, unlike scattered stores, can effectively provide buffer strips, adequate parking and protection from future uncontrolled spread of commerce. Site design and landscaping should be provided in a harmonious manner to protect nearby residential structures from noise, traffic hazards, and glare.

The types of goods sold in the neighborhood commercial developments are those that are important to daily family life. The following facilities may be included in the neighborhood shopping center: food market, drug store, barber shop, beauty parlor, dry cleaner, video rental, restaurant, laundromat, automobile service station, and doctor/dentist offices.

F. Industrial Land Uses

Three industrial land use categories have been developed to encourage the continued viability of existing industrial development while providing encouragement for new industry to locate in the City. The Land Use Plan provides area for light, clean industry within the heart of the City, land for more intense industrial development needing rail or freeway access, and land for future industrial parks. Residential uses, except for studios and caretaker facilities, are discouraged in industrial areas due to compatibility concerns.

The industrial use categories proposed for the City include *Industrial Park, Light Industrial,* and *Industrial.*

Industrial Park. The purpose of the Industrial Park category is to provide locations within the planning area where mixed production and administrative functions can be sited within a full-service campus setting. This land use category would contain development standards for landscaping, screening, and site design, and would be subject to a planned development review process. Both small industrial and compatible commercial uses are encouraged. The category offers a location for major corporate campus and research and development uses. Though individual uses could be smaller than ten acres, the industrial park designation will not be applied to land areas smaller than ten acres in size.

Light Industrial. The purpose of the Industrial category is to provide for a wide range of industrial uses. Development and performance standards are required to mitigate objectionable characteristics. Light manufacturing activities include manufacturing typically having few if any nuisance characteristics, including manufacture, compounding, assembling or treatment of articles or merchandise from previously prepared materials, manufacturing of food, clothing, cosmetics, electrical instruments, furniture, tools, and other related types of activities.

General manufacturing includes any kind of manufacture, processing or treatment of products other than those that produce, cause or omit any fumes, odor, dust, smoke, gas, noise or vibrations that are or may be detrimental to properties in the neighborhood.

Commercial uses of a supporting nature to light and general manufacturing activities may be permitted. These uses should serve the area's businesses and employees (food establishments, office supplies, tool sales, and storage). Examples of typical light industrial uses include recreation vehicle storage, moderate scale enterprises where goods and commodities are both manufactured and sold on the same or separate premises.

The Light Industrial land use also provides a location where mixed manufacturing and administrative office uses can be sited. Any light industrial activity that could successfully mitigate objectionable characteristics would be acceptable within this category. This land use category contains above average site development standards for landscaping, screening, and site design, through a planned development review process.

Industrial parcels ranging from less than one acre to forty acres or more would be allowed. This would encourage both small industrial and compatible commercial uses along with areas for major industrial development.

Industrial. The purpose of the Industrial category is to provide for all types of industry, including custom industry, light manufacturing, general and heavy manufacturing activities. Industrial activities that have objectionable characteristics should be allowed only in heavy industrial zoning districts.

Heavy industrial uses shall be required to mitigate objectionable characteristics through the application of site design standards, environmental standards, and by review under a Conditional Use Permit process.

G. Airport Land Uses

Santa Paula Airport is a privately-owned and operated aviation facility that serves the needs of City citizens and fliers throughout the world. The airport property itself is owned by the Santa Paula Airport Association, while various adjacent parcels are under separate ownership. The proximity of the airport to populated areas of the City presents certain land use problems that are being addressed by the City in an ongoing manner. The General Plan and the Zoning Ordinance provide the means of assuring compatibility between the various land uses in the vicinity of the airport.

The General Plan proposes two categories of airport land use: Airport Operational, which permits actual runway, hanger, terminal buildings and like uses; Airport-Related, which permits airplane sales and other limited commercial facilities and aircraft manufacturing and services as well as normal light manufacturing uses. Residential uses are not allowed. The Ventura County Airports Comprehensive Land Use Plan, a document that governs all aviation facilities in the County, has established inner and outer safety zones applicable to Santa Paula Airport. These zones guide certain land use standards, including use and height of structures. The inner safety zone prohibits storage of chemicals or petroleum products, permanent residents, and allows only limited occupancy. The Safety Element of this General Plan provides more information on this point.

Airport Operational. The purpose of the Airport Operational land use is to provide an area to facilitate the actual operations of the airport. The uses permitted include: runways and

like facilities, communication facilities, terminal buildings, sale of aviation fuel and products, airplane rentals, charters, delivery services, flying schools, aircraft storage, hangers and tie-downs.

The Airport Operational land use is limited to large parcels and should not be established on parcels to allow the expansion of the runway and hanger facilities. The length of runway and the height of the buildings within the approach and take-off zones should continue to be regulated.

Airport-Related Use. The purpose of the Airport-Related land use category is to supply commercial and industrial uses that complement and enhance the airport, but not necessarily the community as a whole. Uses in the Airport Related area should be limited to airplane and related equipment sales, service stations, business offices, car rental agencies, restaurants, taxi stands, air photography, survey and mapping services. Uses could include airplane repair and painting, parts manufacturing, and outdoor storage. Portions of this area may also be affected by the airport safety zones that limit structures and land uses.

H. Institutional and Civic Uses

Institutional and civic uses would include:

- *Park and recreational facilities such as parks, public and private golf courses, arenas, trails and linear parks, and open space; flood control facilities;*
- *Public facilities such as treatment plants and utility staging areas;*
- *Schools;*
- *Utility and service facilities such as transformer stations and staging facilities; and*
- *Civic buildings such as city hall, community centers, and fire stations.*

I. Overlays and Special Study Areas

The following overlays/special study areas have not been outlined on the Land Use Map Plan; however, this General Plan includes specific goals, policies, and implementation measures related to these areas. Each will require specific studies which will determine the location of these areas.

Downtown Improvement Overlay. The Downtown Improvement Overlay applies to the downtown area established in the Downtown Design Development/Improvement Plan. This plan was adopted in 1996, and its policies and programs are supported in this General Plan. The overlay will have the effect of requiring special development and design review for projects proposed within an the overlay district to support and revitalize the downtown area.

Historical Overlay. The Historic Overlay will initially be applied to areas identified as the downtown historic district in the Downtown Improvement Plan. The overlay will have the effect of requiring special development and design review for projects proposed within an identified historic district. Other potential historic districts may be identified in future studies and this overlay should be added to these areas.

Mining Resource Overlay. The Mining Resource Overlay is applied to those areas defined by the California Department of Conservation, Division of Mines and Geology as mineral resources having statewide importance. In Santa Paula, this overlay applies to aggregate resources associated with Santa Paula Creek and the Santa Clara River. The overlay will be further defined in the Santa Clara River Enhancement and Management Plan.

Special Study Areas. Special Study Areas are those areas within the City General Plan area that require special policy consideration and standards. This Land Use Element presents some specific policies for these Special Study Areas. Further study and recommendations in these areas may be developed within the 2020 planning horizon. The areas include the Downtown Design Development/Improvement Plan Area, the Harvard Boulevard Corridor, the Railroad Corridor, the South East Neighborhood, and City Entrances/Gateways.

Specific Plan Areas. The Land Use element requires Specific Plans for all expansion areas. These plans must be completed prior to review of annexation proposals by the City. Each Specific Plan will address the locations for the land uses called for in this Element. Mitigation of environmental impacts and design standards for new development must also be addressed.

V. LAND USE PLAN- GOALS, OBJECTIVES, AND POLICIES

According to the State General Plan Guidelines, the General Plan is a "collection of development policies." These policies guide growth within the City limits and the City's Sphere of Influence. The development that is allowed by the Land Use Element is to be directed by the goals, objectives, and policies in this section of the Element, and implemented through the related implementation measures contained in the following section.

In this element, GOALS are statements that provide direction and state the desired end condition. The OBJECTIVES state a specific step toward goal achievement. POLICIES are specific statements that guide decision-making. They indicate a clear commitment by the City and generally serve as mandatory criteria. The IMPLEMENTATION MEASURES outlined in the following section of this element support the goals, objectives, and policies by providing specific programs and standards to carry out the Land Use Element.

The goals, objectives, and policies that follow are organized according to topics. These topics were selected with input from the Santa Paula City Council and the General Plan Advisory Committee as the basis for the Land Use Element. The goals and objectives were endorsed by the City Council for use in the General Plan Update process. The policies and implementation measures have been written to support the Council's goal statements. Each policy statement is followed by a number or set of numbers that indicate the implementation measure(s) that relate directly to that policy.

POPULATION

Goals

1.1 Population growth should respect and enhance the natural and manmade environment.

1.2 Population growth should be in concert with the City's ability to plan and provide necessary public services, facilities, and jobs.

1.3 Public services, facilities, and jobs should be provided to meet the needs of population growth.

Objectives

1(a) The extent of population growth should be based on the ability of the City to provide public services, and approved development shall include measures to mitigate the impact on these public services and facilities.

1(b) Population growth within the City should be based on regional and national growth rates, taking into account natural growth as well as immigration, with an effort toward maintaining the quality of life in the community.

1(c) Population growth rates should be correlated with the Land Use Plan and supported by the facts found in the Opportunities and Constraints in the General Plan.

1(d) The City should encourage development that will enhance the City's ability to provide the necessary public services for existing and future populations.

1(e) The City should include General Plan policies to provide incentives for developing projects that enhance the City's ability to provide services to current and future populations.

1(f) Population growth should conform to the existing Growth Management Ordinance.

Policies

1.a.a Establish and update population growth parameters for the City according to the Growth Management Ordinance. (IM 1, 2, 3)

1.b.b. Allow population growth in the City and expansion areas based on the numbers of new dwelling units allowed to be built under the Growth Management Ordinance. (IM 2)

1.c.c. Plan for a total population growth of approximately 11,420 persons by the year 2020 from approximately 3,807 new residential units within the City and expansion areas (this figure includes surplus units accumulated through 1997). (IM 2)

PUBLIC INVOLVEMENT

Goals

2.1 The community should celebrate and capitalize on its multi-cultural diversity.

2.2 The community should meet the needs of all of its ethnic, economic and age groups and the needs of the disabled.

2.3 The community should promote volunteerism and citizen involvement.

Objectives

2(a) The City should strengthen ties to the business, education and health care sectors.

2(b) The City should strengthen its ties to the residents and families of Santa Paula.

2(c) Promote outreach to Spanish-speaking citizens.

Policies

2.a.a. Involve the entire community in City administration and budget decisions, as well as land use planning and land use decision-making. (IM 5, 6, 7, 8, 9, 10, 11, 12)

2.b.b. Involve Santa Paula residents, business owners and employees of Santa Paula in maintaining the character and quality of the City's land use environment. (IM 4, 10, 11, 12)

LAND USE DISTRIBUTION

Goals

3.1 A healthy balance of land uses and adequate land for all community needs should be provided.

3.2 The amenities needed to enrich the quality of life, including parks, open spaces, cultural facilities and natural and historic places, should be provided.

3.3 Population densities and land use intensities should be consistent with the needs and desires of the community.

3.4 The historic, cultural and archaeological resources of the community should be preserved.

3.5 All housing should be safe and sanitary.

3.6 The housing supply should be balanced to meet the needs of all economic, social and ethnic groups, all family sizes, and the disabled.

3.7 Individual home ownership should be promoted.

3.8 New and existing housing affordability should be promoted and preserved.

3.9 The City should promote upper income housing as a means to improve community resources.

Objectives

3(a) Adequate land should be provided for all needs and a healthy balance of land uses.

3(b) The City should establish commercial and industrial jobs-to-housing that are appropriate to meet all General Plan goals.

3(c) Compatible mixed uses should be allowed when appropriate.

3(d) Space should be provided for amenities to enrich the lives of citizens, such as parks and open space, cultural facilities such as theaters and museums, and preservation of natural and historic places.

3(e) Active parkland should be provided consistent with national standards based on population at a rate of 5 acres per 1,000 people.

3(f) Appropriate density standards should be established for each residential designation, including mixed-use zones.

3(g) Standards for building intensity, such as allowable floor area ratio, should be developed for each non-residential land use designation.

3(h) Designating other historic districts such as the downtown should be encouraged.

3(i) Historic, cultural, and archaeological resources should be evaluated in the CEQA process and full mitigation should be provided.

3(j) Housing rehabilitation programs in Santa Paula should be improved and expanded.

3(k) The City should consider a re-sale housing inspection program.

3(l) The City should consider a rental housing inspection program.

3(m) Unsafe or substandard housing should be replaced.

3(n) The City should develop a housing mix policy for new development to provide adequate choices for all segments of the community.

3(o) Priority should be given to develop homes for individual ownership.

3(p) The City should encourage mobile home parks to convert to owner occupied or cooperative housing.

3(q) Incentives should be identified for the development of affordable rental housing.

3(r) Sufficient housing sites should be provided to meet the City's needs.

3(s) A portion of new housing sites should be designated for upper income housing.

Policies

Housing

3.a.a. Include a full range of housing types, locations and densities in the City's land use including: Hillside Estate Residential (1 to 10 acres of land per dwelling unit), Hillside (0-3 dwelling units per gross acre), Single Family Residential (4-7 dwelling units per gross acre), Medium Density Residential (8-15 dwelling units per gross acre), Medium High Density Residential (16-21 dwelling units per gross acre), High Density Residential (22-29 dwelling units per gross acre), Mobile Home Park (0-10 dwelling units per gross acre), and Mixed Use (0-12 dwelling units per gross acre). (IM 13-19)

3.b.b. Provide land area to accommodate housing units that meet the diverse economic and social needs of the residents, locating development to:

- *Retain the scale and character of existing residential neighborhoods.*
- *Facilitate the upgrade and intensification of declining and mixed density residential neighborhoods.*
- *Allow expansion into vacant and underdeveloped lands within infrastructure and environmental constraints.* (IM 13, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30)

3.c.c. Provide for the construction of new housing units to meet the City's regional fair share, pursuant to the Housing Element, including in areas newly designated for Mixed-Use. (IM 18, 19)

3.d.d Continue to implement a Growth Management Ordinance that allows growth to continue as it has historically to allow Santa Paula to maintain its quality of life and provision of services. (IM 13, 30)

3.e.e. Encourage the consolidation of small residential lots into larger lots of sufficient size to economically support multi-family residential development. (IM 13)

3.f.f. Encourage the development of high quality estate subdivisions, incorporating consistent fencing and signage, equestrian and pedestrian trails, interconnecting greenbelts, and community amenities such as clubhouses, swimming pools, tennis courts and health clubs. (IM 13, 23)

3.g.g. Allow for secondary units/granny flats in single family land use designations. (IM 13)

3.h.h. Assure that development in the city's hillside areas occurs in a manner that protects the hillside's natural and topographic character and identity, environmental sensitivities, aesthetic qualities and the pubic health, safety and welfare. (IM 22)

3.i.i. Ensure that hillside development does not lead to soil erosion, mass grading, severe cutting or scarring and/or large removals of vegetation. (IM 55)

3.j.j. Protect those portions of parcels, where possible, with slope areas of greater than 30% from grading and development. (IM 22)

Commercial Land Uses

3.k.k. Include areas designated for Neighborhood Commercial, General Commercial, and Commercial Office uses in the city's land use plan. Floor-to-area ratios (FAR) set the density and intensity of these land uses. The maximum FAR for the commercial land uses shall be 0.35, except in the Downtown Design Development Report/Improvement Plan Area where an FAR of up to 1.0 is allowed and Commercial Office Uses where an FAR of 0.50 is allowed. These FARs shall also apply to mixed uses. (IM 20, 24, 29)

3.l.l. Require that neighborhood commercial development be designed to reflect and be compatible with the surrounding neighborhood character. (IM 13, 21, 29)

3m.m. Promote commercial development along arterial roads in areas that provide adequate access and parking. (IM 13, 20, 29)

3.n.n Require that all commercial development provide buffers with adjacent residential uses or residentially zoned property, including: decorative walls, landscaped setbacks, restricted vehicular access, proper siting and screening of trash and service areas and control of lighting. (IM 13, 20, 24, 29)

3.o.o. Promote mixed use for the downtown commercial area and for the expansion lands of East Area 1. (IM 13, 19)

3.p.p. Promote mixed use for the Harvard Boulevard/Peck Road/Telegraph Road commercial area. (IM 13, 19)

3.q.q. Promote artist live-work studios as a viable mixed use in commercial areas. (IM 13, 19)

3.r.r. Provide for the continuing development of the Hallock Drive area as the principal center of new car dealerships, serving local residents and the region. (IM 13, 24)

Industrial Land Uses

3.s.s. Include areas designated for Industrial Park, Light Manufacturing and Heavy Manufacturing in the City's land use plan. Floor-to-area ratios (FAR) set the density and intensity of these land uses. The FAR for the industrial land uses shall be 0.35, with industrial park designations allowing a FAR of 0.25 and light industrial designation allowing a FAR of 0.30. These FARs shall also apply to mixed uses. (IM 13, 20, 25, 29)

3.t.t. Accommodate sand and gravel mining along the Santa Clara River and Santa Paula Creek with a designation of "Mineral Overlay." (IM 13, 28)

3.u.u. Require the submittal and approval of a Mineral Reclamation Plan in accordance with the California Surface Mining and Reclamation Act for any mining operation. (IM 13, 28)

3.v.v. Ensure that mineral resource production activities are compatible with adjacent uses and do not create aesthetic, noise, odor or dust impacts. (IM 13, 28)

Agriculture/Open Space

3w.w. Preserve viable agriculture and prime agricultural lands as a greenbelt and buffer around the City. Remove the agricultural land use designation on the parcel south of SR 126 within the City and replace it with a commercial/industrial designation consistent with the West Area 2 Sphere Amendment. (IM 13)

3.x.x. Include areas for natural area-related open space and park-related open space in the City's land use plan. (IM 13, 14, 15, 16, 17, 20, 26)

3.y.y. Provide for parks and recreation and open space at the ratios of 5 acres per 1,000 people, and a minimum of 10% of the land area of those expansion areas involving canyons or greenbelts. (IM 14, 15)

3.z.z. Accommodate unmet recreational demand for uses such as soccer fields, skating rinks, teen centers, performing arts, basketball, tennis, and trail systems. Also, special uses such as the rodeo, horse performance arena, carnival and circus spaces should be explored. (IM 14, 15, 26)

Institutional/Civic Uses

3aaa. Include areas for institutional and civic uses in the City's land use plan. Floor-to-Area ratios set the density and intensity of these land uses. The FAR for institutional and civic land uses shall be 0.35, except in the Downtown Design Development Report/Improvement Plan Area where an FAR of up to 1.0 is allowed. (IM 13, 14)

3bbb. Provide for the continuation and enhancement of schools, school-related uses and school grounds within the city. (IM 3, 45, 110a)

3ccc. Provide for the development of new school facilities to serve new development in the expansion areas. It is recommended that a facility be provided in Fagan Canyon in addition to the planned school uses in the other expansion areas. (IM 3, 107, 110a)

3ddd. Provide for the development of congregate care and senior facilities within proximity to public transportation, neighborhood commercial and health and social services. (IM 13, 14)

3eee. Permit the continuation and expansion of existing public facilities: police, fire, City Hall and the Community Center. Also, address a facility for public social services and workforce development. (IM 13, 14, 107)

3fff. Permit the continuance and enhancement of the hospital and associated facilities. (IM 13, 15)

3ggg. Permit the continuance and enhancement of library sites and services. (IM 13, 14, 107)

Airport Land Uses

3hhh. Include airport and airport related land uses in the City's land use plan. (IM 13, 30)

3iii. Provide for the enhancement of on-site airport facilities and services. (IM 13)

General

3jjj. Retain and enhance established residential neighborhoods, commercial and industrial districts, regional serving uses, tourist/visitor uses, recreation and open space amenities. (IM 13)

3kkk. Allow for infill of vacant lots and recycling of underdeveloped property at the neighborhood's prevailing scale and character. (IM 13)

3lll. Provide incentives for development that will:

- *Contribute significant social and economic benefits to the City and citizens.*
- *Provide distinctive architectural design and site planning.*
- *Incorporate streetscape and other public urban design amenities that contribute to a high quality image and benefit the community.* (IM 13)

URBAN EXPANSION

Goals

4.1 Development and expansion should be self-supporting of the costs of its public service and infrastructure needs.

4.2 Development should help support the costs of public services needed by the existing community.

4.3 Development should be designed so that it can be efficiently and economically served by City services.

4.4 Urban expansion should not be dependent upon a single area, project, or individual.

4.5 Urban expansion should be directed away from the most productive agricultural areas.

4.6 Development should preserve and enhance the quality of life within the community.

4.7 Development should sustain and enhance the economic health of the community.

4.8 Development should meet the diverse needs of all economic groups within the community.

4.9 Development should be compatible with and have minimal adverse impacts upon the environment, agriculture and natural resources and should not be wasteful of scarce land.

4.10 Development should provide for orderly urban expansion.

Objectives

4(a) The City should continue to plan for urban land development within the existing City limits and the amended Sphere of Influence, as described in the element.

4(b) Land use intensities and population densities that are not wasteful of scarce land in expansion areas should be established, considering the nature and topography of the land development sites and the character and qualities of the surrounding community.

Policies

4.a.a. Establish a plan for land development within the existing City limits and the amended Sphere of Influence, as recommended in this element. (IM 32, 33, 34, 35, 36, 39, 40, 41, 42, 43)

4.b.b. Emphasize infill prior to annexations. (IM 31, 38, 44, 45)

4.c.c. Limit annexations and urban development to the City's amended Sphere of Influence, as recommended in this element. (IM 32, 33, 34, 35, 36)

4.d.d. Annex and develop the contiguous lands first. (IM 32, 33, 34, 35, 36)

4e.e. Allow annexations of County "islands" that are surrounded by City lands, when supported by the residents of the area. (IM 38)

4.f.f. Limit annual build-out of annexed land to the annual number of units available under the Growth Management Ordinance, including a portion of any carry-over allocation that may be available. (IM 32, 33, 34, 35, 36)

4.g.g. Minimize public expenditures for services and infrastructure needed by new land development projects through the use of owners associations, private facilities, and project designs that minimize costs. (IM 44, 45, 46)

4.h.h.. Give priority to land development that provides municipal revenues that meet or exceed municipal costs, except as needed to meet housing goals. (IM 44, 45, 46, 47)

4.i.i.. Require comprehensive planning and cost analysis for public services, utilities, and infrastructure needed to serve major land development projects. (IM 44)

4j.j.. Require reports that address City-wide fiscal and market issues prior to considering annexations. (IM 44, 45)

4.k.k.. Require the preparation of Specific Plan(s) for any proposed annexations. (IM 39, 40, 41, 43)

4l.l. Limit land development south of the Santa Clara River to low intensity development requiring few public services or infrastructure, such as open space, agriculture, and public/private recreational uses. (IM 35a)

4.m.m..Do not allow urban land development in the area easterly of Adams Barranca between Foothill Road and the Sphere of Influence (West Area 1).

4.n.n. Add new lands into the greenbelt to compensate for lands that may be removed from the greenbelt for Sphere of Influence amendments. (IM 31)

4.o.o. Establish a plan for land development in the canyon lands north of the City, including Adams Canyon, Fagan Canyon, and the small canyons immediately north of the City.

The land use designations and densities established for lands shall be as provided in Table LU-5 of the Land Use Element. (IM 32-35a)

4.p.p. Establish a plan for land development in the Santa Clara River Valley between Santa Paula Creek and Haun Creek (East Area 1 and East Area 2). The land use designations and densities established for these lands shall be as provided in Table LU-5 of the Land Use Element. (IM 33, 34, 40, 41)

4.q.q. Establish a plan for land development in the Santa Clara River Valley south of SR 126 West Area 2 and South Mountain). The land use designations and densities established for these lands shall be as provided in Table LU-5 of the Land Use Element. (IM 35, 35a, 43)

4.r.r. Encourage a mix of service and retail commercial uses in the East 2 and West 2 expansion areas to provide services for employees in the area. (IM 41, 43)

4.s.s. Provide adequate linkages and transitions from expansion areas to the existing City. (IM 37)

4t.t. Require new development to bear the operating cost of providing prompt and adequate fire protection and emergency medical service to the new areas. (IM 44, 45, 46, 47)

4u.u. Require new development adding a significant amount of area to the city to provide any needed land, buildings, fire engines, and equipment needed to serve the area. (IM 44, 45, 46, 47)

4v.v. The Santa Paula Canyon area (west of Santa Paula Creek), West Area 1 and the South Mountain area are designated "target" areas for agricultural land preservation through land acquisitions and easements. (IM 31)

4.w.w. The southern boundary of the city's Sphere of Influence shall be the south toe of the South Mountain expansion area and the southern boundary of Willard Canyon, as illustrated on Figure LU-4. (IM 35a)

URBAN FORM and DESIGN

Goals

5.1 The small town atmosphere of Santa Paula and the quality of life in the community should be preserved and enhanced.

5.2 The compact, traditional style and the historic appearance and character of the City's older commercial and residential neighborhoods should be maintained.

5.3 Scenic views and vistas, tree-lined streets, open spaces, natural areas, ridgelines, viewsheds, and landforms should be preserved.

Objectives

5(a) Continued use of the grid pattern in lieu of cul-de-sacs should be encouraged, where feasible, in all new development.

5(b) Neighborhood commercial businesses (markets, dry cleaners, etc.) should be encouraged in all new residential and industrial development of substantial size.

5(c) Neighborhood parks should be developed to serve all new residential development of significant size.

5(e) The City should encourage neighborhood designs whose appearance is not dominated by the automobile, where people know one another and where there is a strong sense of community.

5(f) Sufficient land should be provided for all uses, including parks, low-density residential, industrial and neighborhood commercial, to accommodate projected population growth to the year 2020.

5(h) The City should develop signs, monuments or other physical features that announce the entrance to the City and/or the downtown.

5(i) The implementation of Downtown Design Development Report and Harvard Boulevard Improvement Plans should be encouraged.

5(j) The City should encourage Historic Preservation as a valuable tool to retain the City's heritage.

5(m) The City should protect and expand the urban forest.

5(n) Development that is designed in a manner sensitive to the natural features of the site and to the character of surrounding development should be encouraged.

5(o) The City should promote land uses that will generate more activity into the evening in commercial areas, especially downtown.

Policies

5.a.a. Establish Santa Paula as a unique and distinctive place in the Southern California area. (IM 48, 56)

5.b.b. Preserve important natural features, such as barrancas, tree rows, wetlands, ridgelines, and wildlife movement corridors. (IM 52, 55)

5.c.c. Provide for distinctive and compatible residential neighborhoods and commercial and industrial districts. (IM 48, 49, 50, 51, 52, 53, 54, 55, 56)

5.d.d. Provide a diversity of areas characterized by different functional activity scales and intensity of uses through the land use plan and Specific Plans. (IM 48, 49, 50, 51, 52, 53, 54, 55, 56)

5.e.e. Promote the development of new high-quality multi-family townhouses that convey a distinctive residential neighborhood character and are integrated with their setting. (IM 56)

5.f.f. Require that techniques be used to avoid "box-like" commercial structures, including: differentiation of facades and elevations, articulation of building details (roof, columns, beams, balconies, arcades, trellises, recessed windows, etc.). (IM 54, 56)

5.g.g. Require that street-facing building facades have usable occupiable space and entries. (IM 54, 56)

5.h.h. Require that non-residential development be designed to orient outward to pedestrian sidewalks, parking lots and public streets. (IM 54, 56)

5.i.i. Require that non-residential development be designed to a "human scale" at the street/sidewalk/parking elevations. (IM 54, 56)

5.j.j. Require that non-residential development outside of the Downtown Design Development Report/Improvement Plan Area convey a rural "village-like" environment. (IM 54, 56)

5.k.k. Prohibit the development of new billboards in the City. (IM 51)

5.l.l. Preserve the character and integrity of existing residential neighborhoods. (IM 53, 54, 55, 56)

5m.m. Encourage the upgrading and enhancement of existing commercial and industrial neighborhoods. (IM 48, 49, 50, 51, 52, 53, 54, 55, 56)

LAND USE COMPATIBILITY

Goals

6.1 The creation of incompatible land uses or land uses that are incompatible with sensitive environmental areas should be avoided.

6.2 Existing incompatible land uses should be reduced or eliminated when possible.

6.3 Mixed land uses that are compatible should be allowed.

6.4 Appropriate/compatible uses and development should be maintained and allowed at the airport.

6.5 Development should mitigate undue generation of noise and light.

6.6 Development should mitigate undue exposure of citizens to existing noise and light sources.

6.7 Existing exposure of citizens to excessive noise and light sources should be reduced.

Objectives

6(a) The City should encourage low intensity land uses and/or barriers near agricultural lands.

6(b) Industrial areas should be buffered from surrounding land uses.

6(c) Wetlands, natural flowing streams, and barrancas should be preserved to the maximum extent possible.

6(d) The relocation of residences should be encouraged from areas no longer appropriate for residential use.

6(e) The City should discourage expansion of existing structures and uses that are non-conforming with regards to the Zoning Ordinance or General Plan.

6(f) The City should designate enough land in all appropriate land use categories to accommodate both future development and the relocation of existing non-conforming land uses.

6(g) Land use compatibility should be improved in the railroad corridor.

6(h) Building vacancies should be reduced in commercial and industrial areas.

6(i) Development of properties adjoining or near the airport should be compatible with airport operations and the airport land use plan.

6(j) Aviation related business and industry should be encouraged in the area of the airport.

Policies

6.a.a. Encourage the development of multiple-family residential land uses relatively close to non-residential uses (commercial centers, public parks). (IM 66, 67)

6.b.b. Control the location and number of alcohol sales, adult bookstores and businesses, game arcades and other community-sensitive uses based on proximity to other similar businesses, residences, schools, religious facilities and parks, in accordance with legislative and legal requirements. (IM 66, 67)

6.c.c. Encourage land uses on vacant and underdeveloped land adjacent to the railroad corridor that is compatible with the railroad as well as adjacent established conforming land uses. (IM 57, 66)

6.d.d. Encourage land uses on vacant and underdeveloped land adjacent to the airport that is compatible with the Ventura County Airports Comprehensive Land Use Plan as well as adjacent established conforming land uses. (IM 58, 59, 60)

6.e.e. Santa Paula Airport should be preserved and enhanced as a valuable asset of the community. (IM 59, 60)

6.f.f. Airport activity and its continuing operations should be encouraged. (IM 59, 60)

6.g.g. All new development and uses shall be compatible with the Ventura County Airports Comprehensive Land Use Plan. (IM 59)

6.h.h. Consider streamlining the development review process. (IM 63, 64, 65)

ECONOMIC DEVELOPMENT

Goals

7.1 The creation of jobs should be promoted within the community.

7.2 Existing and new businesses should be supported and promoted through a positive business environment and community image and by a viable work force and affordable housing market.

7.3 Diversity and self-sufficiency should be promoted in the local economy.

7.4 Business and economic development should be supported through marketing and financing programs and through efficient, cost-effective governmental services, and technical assistance.

Objectives

7(a) The City of Santa Paula should develop and implement an Economic Development Plan to improve economic conditions within the community.

7(b) The City should encourage the attraction and expansion of businesses and residential uses that will diversify and sustain the community economically.

7(c) Local incentives should be provided as an inducement to attract desired business to the City of Santa Paula, while maintaining City financial integrity.

7(d) The City should develop and implement a marketing strategy that will improve the economy of the City.

7(e) The City should develop and provide, in coordination with local organizations, educational programs on available financing to assist business location and expansion.

7(f) Technical assistance should be provided to businesses trying to acquire favorable financing.

7(g) An environment should be created that promotes economic growth and profitability to expanding or new businesses through the development and availability of financing programs.

7(h) The attraction and retention of commercial and industrial businesses should be aggressively pursued

7(i) The City should seek to gain more jobs from commercial and industrial development by an aggressive and effective economic development strategy.

7(j) Eliminate blighted and underutilized sites to enhance the development of the downtown.

7(k) Provide new attractions and commercial draws for tourists and residents.

7(l) Enhance Santa Paula's reputation as a film making location.

Policies

7.a.a. Encourage the following types of businesses to locate or expand in the City: eco-tourism, educational institutions, software developer/manufacturers, agricultural industry support, agricultural research, and visitor-serving uses associated with the Heritage Valley. (IM 70 - 97)

7.b.b. Emphasize the attraction, retention, and promotion of small businesses and local businesses. (IM 70, 71, 72, 73, 74, 75, 76, 77, 79, 82, 84, 85, 86, 89, 96)

7.c.c. Become an incubator for new small businesses. (IM 72)

7.d.d. Support agricultural businesses surrounding the City and spin-off uses such as farm tours, farmers markets, and flower growers outlets. (IM 85, 87, 88)

7.e.e. Support home based businesses/offices. (IM 70, 71, 76)

7.f.f. Promote the location of educational facilities, such as junior college and private secondary schools, within the city. (IM 70, 71, 80, 83)

7.g.g. Promote the development of a fairgrounds, equestrian center, large event arena, and equestrian trails within and/or immediately adjacent to the City. (IM 78, 87)

7.h.h. Promote festivals on a year-round basis to attract visitors to the City. (IM 78, 87)

7.i.i. Promote the County of Ventura's "Business Cluster" Concept, which involves support of the following emerging clusters: agriculture, communications, high tech, machinery,

biomedical, plastics, environmental, tourism, business services, healthcare, education, and training. (IM 93, 95)

7.j.j. Support the following types of businesses in forming "Business Cluster Networks": electrical equipment, apparel, paper, sporting goods and publishing. (IM 77, 93, 95)

7.k.k. Support retirement housing and retirement communities in Santa Paula. (IM 70, 71, 75, 76, 80, 85)

7.l.l. Provide additional opportunities for industrial, commercial and residential development to support the City's economic health on lands within the expanded Sphere of Influence. (IM 81, 94)

INFRASTRUCTURE

Goals

8.1 New infrastructure should be sized to support the projected population growth of the community

8.2 The orderly continuation, upgrading and expansion of utility services should meet community needs and accommodate new technologies. (Utilities: electricity, telephone, cable TV, gas, water, sewer, petroleum, solid waste, and street lights.)

8.3 The railroad right-of-way should be used as a multi-purpose, publicly owned corridor for utilities, business, transportation, and recreation.

Objectives

8(a) A system of impact fees and/or development agreements should be adopted to assess land development projects for the costs of public facilities, utilities, and infrastructure needed to serve such projects, including but not limited to the following: fire, police, roads, sewers, flood control, recreation, and water.

8(b) The City should establish maintenance assessment districts or other similar measures to recover the cost of services required by new land development projects.

8(c) Public expenditures for services and infrastructure needed by new land development projects should be minimized through the use of owners associations, private facilities, and project designs that minimize costs.

8(d) The City should enter into land development agreements for major new projects to assure significant contributions towards meeting existing and future community needs.

8(e) The City should require a system of publicly-owned underground ducts to accommodate future information and utility needs in new land development areas.

8(f) The City should work with other agencies to improve the recently purchased Southern Pacific Railroad right-of-way through the City.

8(g) Utility systems should continue to be constructed, maintained, and operated in accordance with all state and federal safety and environmental standards

8(h) Where feasible, new and existing utility systems should be undergrounded.

8(i) The City should require installation of all utility systems as part of land development projects.

Policies

8.a.a. Size new infrastructure to support the projected population growth of the community. (IM 99, 107, 110)

8.b.b. Have development pay the costs of needed utility services. (IM 107, 108, 109, 110)

8.c.c. Encourage the continued improvement of flood control areas and projects. (IM 107)

8.d.d. Review all new development and annexation proposals to ensure that the City can provide sufficient water production, treatment, and storage capacity to meet acceptable standards. (IM 98, 99, 100, 107)

8.e.e. Review all new development and annexation proposals to ensure that the City can provide sufficient wastewater treatment capacity to meet acceptable standards. (IM 101, 102, 107, 109, 110)

8.f.f. Expand the circulation system in coordination with development to avoid deficiencies. (IM 107, 109, 110)

8.g.g. Flood control projects should be carried out in a manner that leaves streams and barrancas as natural as possible. (IM 107)

8.h.h. Support recycling. (IM 103, 104, 105)

SPECIAL STUDY AREAS

Goal

9.1 The City should encourage future study for enhancement of the identified "Special Study Areas" in order to address issues specific to the areas.

Objective

9(a) The City should develop programs and standards to promote the "Special Study Areas," which are: the Downtown Plan Area, the Railroad Corridor, the South East Neighborhood, City Entrances/Gateways, Harvard Boulevard, and Floodways.

Policies

Downtown Improvement Plan Area

9.a.a. Establish the primary focus of tourist-related land uses in the downtown area centered on Main Street, 10th Street and the railroad corridor. (IM 111, 112, 113, 114)

9.b.b. Allow greater land use densities and intensities on commercially zoned properties than allowed in other areas of the City. (IM 111, 112, 113, 114)

9.c.c Use the Downtown Design Development Report to guide public and private improvements in the Downtown Area. (IM 111, 112, 113, 114)

Railroad Corridor

9.d.d. Enhance the opportunities for railroad use for public transportation, visitor serving uses, and the transport or goods and services. (IM 115, 120, 121)

9.e.e. Permit the development of railroad-related uses and railroad-dependent uses in the railroad corridor. (IM 115, 118)

9.f.f. Improve the visual appearance of lands and development in the railroad corridor as viewed from trains on the railroad tracks and as viewed from adjacent city streets. (IM 118, 120, 121)

9.g.g. Require the dedication and development of pedestrian/bicycle trail linkages to and along the railroad corridor, consistent with any VCTC plans. (IM 116)

9.h.h. Require that new development be compatible with and sensitive to the railroad. (IM 118, 120, 121)

9.i.i. Provide a land use designation for all uses in the railroad right-of-way. (IM 118)

9.j.j. Preserve the railroad depot structure and promote its use as an operating train depot. (IM 115)

9.k.k. Maximize the use of any excess right-of-way land to enhance the corridor. (IM 116, 117)

Southeast Neighborhood

9.l.l. Recognize the southeastern portion of the city as a viable residential neighborhood. (IM 125, 126)

9.m.m. Preserve and enhance the southeastern portion of the city as a diverse residential community, with use mix that supports the neighborhood. (IM 125, 126)

Harvard Boulevard

9.n.n. Retain and enhance the Harvard Boulevard corridor as a diverse and vibrant business community. (IM 127, 128)

9.o.o. Use the Harvard Boulevard Improvement Plan to guide public and private improvements along Harvard Boulevard (IM 127, 128)

9.p.p.. Improve the visual appearance of lands and development along Harvard Boulevard (IM 127, 128)

9.q.q.. Maximize the use of any excess right-of-way land to enhance the Harvard Boulevard corridor. (IM 127, 128)

City Entrances/Gateways

9.r.r. Promote aesthetics and visibility for the City's freeway and arterial gateways. (IM 122, 123, 124)

VI. LAND USE PLAN- IMPLEMENTATION MEASURES

This section of the Land Use Element indicates the actions and programs that shall be carried out by the City of Santa Paula to implement the land use goals, objectives, and policies. These implementation measures, together with the policies, establish and guide the City's annual budget process and day-to-day decision-making so there is continuing process toward attainment of the goals. Some policies and implementing measures may need to be re-examined and revised during the plan's time frame (2020). However, the Land Use Element, including the implementation measures, should be updated every five years to ensure that the plan remains responsive to the community's vision of its future and changing market conditions. The implementation measures presented below are categorized by the same topics as the goals, objectives, and policies in the preceding section. Implementation measures with a letter following the measure number (i.e., 35a) have been added during revision, update, or amendment processes. This number/letter system is intended so that the numbering system is not affected by any subsequent additions or revisions to implementation measures.

POPULATION

The City of Santa Paula shall take the following actions to implement the Population-related land use goals:

1. Continue to implement the Growth Management Ordinance.

2. Restrict the number of new dwelling units allowed under the Growth Management Ordinance to 124 units per year, and allow development to utilize the surplus/accumulated units (944 surplus units accumulated as of 1997).

3. Analyze all new residential development for impacts from population growth on public services, infrastructure and schools.

PUBLIC INVOLVEMENT

The City of Santa Paula shall take the following actions to implement the Public Involvement goals of the Land Use Element:

4. Create an area that emphasizes the Hispanic culture in downtown.

5. Develop local public access cable television programs that meet the needs of all ethnic and age groups in the community.

6. Assist constituent school districts to develop cable television production program to be sponsored by the City in conjunction with the schools to produce and broadcast programs for students created by students.

7. Actively publicize the City's ADA program and the ability to accommodate disabilities.

8. Prepare a City video or slide show for use at schools, on City Hall tours, and as a promotional item.

9. Prepare an educational program for schools and city tours to promote a better understanding of City government.

10. Develop and promote a program to more effectively utilize volunteers.

11. Publish a newsletter to keep citizens informed of issues and events.

12. Establish an on-going business forum between city officials and city businesses to receive input on plans, policies, and budget items.

LAND USE DISTRIBUTION

The City of Santa Paula shall take the following actions to implement the Land Use Distribution Goals of the Land Use Element:

13. Complete a comprehensive revision of the Zoning Ordinance to reflect the land use policies and to be consistent with the land use map.

14. Provide an "Institutional/Civic" or "Open Space" designation, as appropriate, for all public buildings and lands.

15. Locate land, re-designate it to Open Space and develop soccer and ball fields.

16. Provide a land use overlay for all lands outside the mapped floodways that are currently labeled "SSA- Special Study Area," consistent with the adjacent and surrounding land uses.

17. Provide an "Open Space" designation for lands shown to be in the floodway on the established flood map.

18. Designate all mobile home parks with a "Mobile Home Park" land use designation and specify the allowed density (e.g., Mobile Home Park-10, ten units to the acre).

19. Apply the "Mixed Use" land use designation in the areas as called out in the Land Use Element policies.

20. Eliminate the Reserve and Phased Reserve designations as the lands are annexed to the City and provide new appropriate land use designations consistent with the descriptions in the Urban Expansion Policies and/or adjacent and surrounding land uses.

21. Implement an Historic Overlay Zone for portions of the downtown and surrounding historic neighborhoods.

22. Revise the City's Hillside Grading Ordinance to prohibit grading on slopes of 30% or greater, except as necessary.

23. Amend the City's Sphere of Influence to provide additional lands for high quality estate subdivision and housing for all segments of the population.

24. Amend the City's Sphere of Influence to provide additional lands for commercial development.

25. Amend the City's Sphere of Influence to provide additional lands for industrial development.

26. Amend the City's Sphere of Influence to provide additional lands for open space and recreational uses.

27. Use the planned development permit process to encourage owner-occupied dwellings, to allow smaller lot sizes in the medium, medium-high and high density zones.

28. Provide a "Mineral Overlay" land use designation on lands that are indicated to be of statewide interest by the Department of Conservation Division of Mines and Geology.

29. Designate existing land uses on railroad right-of-way with a land use designation that is compatible with the existing use, adjacent uses and/or the Downtown Design Development Report/Improvement Plan.

30. Review and update the Land Use Element every 5 years to evaluate land use trends and ensure that a balance is maintained between employment and housing opportunities, and to ensure the availability of sufficient municipal revenues to maintain adequate levels of public services.

URBAN EXPANSION:

The City of Santa Paula shall take the following actions to implement the Urban Expansion goals of the Land Use Element:

31. Adopt new formal greenbelt agreements for the Santa Clara River Valley to the east of town. Amend the greenbelt agreement with the City of Fillmore such that each acre removed from the existing greenbelt would be added to the greenbelt in other locations within the City's Area of Interest.

32. Amend the Sphere of Influence to include 7,586 acres of land in the canyon lands north of the City, including Adams Canyon and Fagan Canyon.

33. Amend the Sphere of Influence to include approximately 541 acres of land in the Santa Clara River Valley north of the VCTC rail right-of-way between Santa Paula Creek and Haun Creek (East Area 1).

34. Amend the Sphere of Influence to include approximately 26 acres of land in the Santa Clara River Valley south of the VCTC rail right-of-way and west of Haun Creek. (East Area 2)

35. Amend the Sphere of Influence to include approximately 125 acres of land in the Santa Clara River Valley on the west side of the City, easterly of Adams Barranca (West Area 2).

35a. Amend the Sphere of Influence to include approximately 1,292 acres of land in the Santa Clara River Valley on the south side of the City (South Mountain).

36. Annex lands within the Amended Sphere of Influence as development proposals are reviewed and approved by the City.

37. Require the dedication and development of pedestrian/equestrian linkages to and along the Santa Clara River at the time of annexation.

38. Work with residents in the County "islands" to ensure their support and participation in annexation proceedings.

39. The following Development Standards for the **Adams Canyon** and **Fagan Canyon** expansion areas shall be implemented through a Specific Plan(s) and subsequent development approvals:

- *Development shall be designed and sited to maintain the character of significant open spaces, to maintain views and vistas and to protect natural habitat.*
- *Integrate a north/south road connection to serve the canyon areas.*
- *Require the use of architectural design themes that complement and do not dominate the setting.*
- *Use building materials, colors, and forms that blend into the environment and contribute to a neighborhood character.*
- *Clustering of development is required to protect open space, agriculture, and habitat.*
- *Use extensive landscaping, xeriscaping, etc. Forty percent (40%) of lots/development shall be landscaped or natural open space.*
- *Oil seeps shall be contained and buffered.*
- *A combination of golf courses, equestrian centers, tennis facilities, or similar public recreational facilities should be provided.*
- *Require a geologic study for all development sites and roadways to address slope stability, faults and landslides.*
- *Locate building pads and develop the sites and roadways with minimized grading and reduced amounts of cut and fill slopes.*
- *Require the inclusion of drainage and flood control improvements designed to be natural in appearance.*
- *Require the use of fire retardant landscaping, adequate clearings, and fire retardant/fire proof building materials.*
- *Require circulation system to tie in with the existing circulation system.*
- *Require pedestrian accessibility to all new commercial developments for nearby residential developments.*
- *Avoid ridgeline development on prominent ridgelines.*
- *Require new lighting that is part of any proposed development to be oriented away from sensitive uses, and shielded to the extent possible to minimize glare and spill over.*

40. The following Development Standards for the **East Area 1** (Teague/McKevett property) expansion area shall be implemented through a Specific Plan(s) and subsequent development approvals:

- *Buffer the creek area and the east hillsides as viewed from the city.*
- *Require a park strip or open space area along the creek and the eastern property boundary with a hiking trail.*
- *The Golf course should be placed along Haun Creek.*
- *Pedestrian and vehicular access into the existing city should be provided at Santa Paula Street and another location to the north.*
- *Clustering is required to protect open space, agriculture, and habitat.*
- *Neighborhood commercial uses should be located within close proximity to, and should be accessible from, residential areas.*
- *The railroad corridor shall be kept scenic and rural.*
- *A combination of golf courses, equestrian centers, tennis facilities, or similar public recreational facilities should be provided.*
- *Require the use of architectural design themes that complement and do not dominate the setting.*
- *Use building materials, colors, and forms that blend into the environment and contribute to a neighborhood character.*
- *Use extensive landscaping, xeriscaping, etc. Forty percent (40%) of all lots/development shall be landscaped or natural open space.*
- *Require the inclusion of drainage and flood control improvements designed to be natural in appearance.*
- *Keep development below the ridgeline.*
- *Avoid the use of sound walls or other architectural features that could block views from the freeway or other view corridors. Instead, make use of setbacks and earthen berms, for example.*
- *Require new lighting that is part of any proposed development to be oriented away from sensitive uses, and shielded to the extent possible to minimize glare and spill over.*

41. The following Development Standards for the **East Area 2** expansion area shall be implemented through a Specific Plan and subsequent development approvals:

- *The car sales lots should not dominate the scene. Create the "virtual" car sales area.*
- *Establish a design theme for the area. This theme should consider Santa Paula's existing outstanding architecture and capitalize on an agricultural theme and small town character.*
- *Reduce large parking lots. Hide parking between and behind buildings. Use smaller, scattered parking lots.*
- *Maintain non-urban space and proportions.*
- *Provide setbacks with tree-lined streets.*
- *Development shall incorporate architectural details on buildings fronting SR 126.*
- *Provide landscape screening for buildings and parking lots.*
- *Development shall be pedestrian friendly. A mix of uses should be located within walking distance of each other.*
- *Development shall be designed to fit in the context of what defines Santa Paula: small scale, historical detailing.*
- *Require new lighting that is part of any proposed development to be oriented away from sensitive uses, and shielded to the extent possible to minimize glare and spill over.*

42. Development shall emphasize the small village concept with small buildings.

43. The following Development Standards for the **West Area 2** expansion area shall be implemented through a Specific Plan and subsequent development approvals:

- *Establish a design theme for the area. This theme should consider Santa Paula's existing outstanding architecture and an agricultural theme.*
- *Reduce large parking lots. Hide parking between and behind buildings. Use smaller, scattered parking lots.*
- *Maintain non-urban space and proportions.*
- *Provide setbacks with tree-lined streets.*
- *Provide landscaping screening for buildings and parking lots.*
- *Development shall incorporate architectural details on buildings fronting SR 126.*
- *Development shall be pedestrian friendly. A mix of uses should be located within walking distance of each other.*
- *Development shall emphasize the small village concept with small buildings.*
- *Require new lighting that is part of any proposed development to be oriented away from sensitive uses, and shielded to the extent possible to minimize glare and spill over.*

44. Require a fiscal impact analysis for all annexations contemplated.

45. Adopt a system of impact fees and/or development agreements to assess land development projects for the costs of public facilities, utilities, and infrastructure needed to serve such projects, including but not limited to the following: fire, police, roads, sewers, flood control, recreation, schools, and water.

46. Establish maintenance assessment districts or other similar measures to recover the cost of services required by new land development projects.

47. Enter into land development agreements for major new projects to assure significant contributions toward meeting existing and future community needs.

URBAN FORM/DESIGN

The City of Santa Paula shall take the following actions to implement the Urban Form and Design Goals of the Land Use Element:

48. When the freeway interchanges are improved to provide more capacity, incorporate public art, agricultural theme elements, public space, and or natural elements to promote aesthetics. An art in public places program may be developed to assist in these efforts.

49. Develop a plan to promote and enhance the Veterans Memorial Park as a gathering place.

50. Develop an urban plaza and amphitheater in the downtown to serve as a community gathering and performing place.

51. Amend the sign ordinance, as necessary to carry out the urban form goals, objectives and policies and the signage program, including:

- *Pursue the acquisition and removal of billboards along major viewsheds as funding is available;*
- *Adopt an abatement program for illegal signs and to phase out non-conforming signs over an acceptable amortization period.*

52. Develop a street tree program to provide a master plan for street tree placement and replacement to promote an urban forestry program.

53. Establish a program to increase the number of residences protected as historic structures.

54. Establish design standards for various areas (downtown, railroad corridor, city entrances/gateways, Harvard Blvd.) and provide for design review and approval for new development and remodeling of existing buildings in these areas in accordance with the ***Special Study Areas*** implementation measures included below.

55. Develop design standards for hillside housing that include the following:

- *Set buildings into the hillside as: (a) part of a contour grading design plan; or (b) developed on piles to minimize grading.*
- *Keep development below the ridgeline to avoid interruption of natural ridgelines.*
- *Conduct most of the grading under the buildings.*
- *Use building materials, colors, and forms that blend into the environment and contribute to a neighborhood character.*
- *Minimize exposed foundations and undersides of structures.*
- *Avoid excessive downhill cantilevers.*
- *Avoid tall support columns for overhanging areas.*
- *Retaining walls should not exceed 50 feet in length and 6 feet in height.*
- *Stepped grading should be used to allow for minimal retaining wall height and length.*
- *Long continuous retaining walls or screen walls should be undulated or broken by buttresses, pilasters, or planters.*
- *Retaining walls should be colored to blend with the background.*

56. Use the following design standards for review of proposed infill commercial and residential development:

- *Architectural style should be compatible with the existing neighborhood style.*
- *The size, scale, and bulk of new development should be comparable to existing neighboring buildings.*
- *Avoid crowding or out-scaling neighboring buildings through appropriate review of massing of proposed structures*
- *Avoid large expanses of building walls.*

56a. Ensure that flood control projects are designed utilizing colors, materials, and other design features that allow the projects to blend into the surrounding environment.

LAND USE COMPATIBILITY

The City of Santa Paula shall take the following actions to implement the Land Use Compatibility Goals of the Land Use Element:

57. Provide zoning on properties adjacent to the railroad corridor that will promote small business incubators, retirement housing, high density housing, visitor serving uses, and railroad-related uses.

58. Airport runway overruns should be extended when land becomes available.

59. Review discretionary projects for consistency with the Airports Comprehensive Land Use Plan.

60. Purchase properties adjacent to the airport that are mapped as clear zones as soon as individual parcels and funds become available.

61. *This implementation measure deleted*

62. Establish and enforce standards for property maintenance (debris and weed removal, storage of automobiles, storage of material).

63. Adopt attainable and enforceable land use, noise, and light standards that protect persons within the community from the effects of noise, light, and glare.

64. Consider the noise and light environment as a part of land use planning.

65. New and existing development should be adequately lit to provide for public safety and consistent with the character of the development. However, this lighting should be oriented away from sensitive uses, and shielded to the extent possible to minimize potential spill over and glare.

66. Promote compatibility of infill residential or commercial development with the existing neighborhood through design standards.

67. Use the Conditional Use Permit process to analyze and approve special uses in various zone districts.

68. Review all development proposals adjacent to agriculture for impacts on agricultural land and crops.

69. Require all proposed development adjacent to agricultural uses to provide a buffer (setback, landscaping, recreational uses, street, etc.).

ECONOMIC DEVELOPMENT

The City of Santa Paula shall take the following actions to implement the Economic Development Goals of the Land Use Element:

70. Permit processes that fall under the jurisdiction of the City of Santa Paula should be streamlined, while ensuring quality development.

71. City departments should coordinate their efforts to assist business and development.

72. Provide Redevelopment assistance to create buildings for incubator businesses. Recycle older industrial buildings as incubators for new businesses.

73. The City should assist community organizations to identify, train, and place unemployed and under-employed residents within the City of Santa Paula.

74. Coordinate with County and other State and Federal job training organizations to meet the employment needs of new and existing businesses in Santa Paula.

75. Determine what needs in the community such as housing, health care, water and wastewater facilities, public recreation are key factors in improving the economic base of the community.

76. Continue to improve the flexibility of the permitting process to help meet the diverse needs of the community.

77. Develop a business retention and attraction program to reduce vacancies in commercial and industrial areas.

78. Locate or develop an appropriate space for festivals that provides a large vacant land area and sufficient area for parking and barriers to sound.

79. Fund an economic marketing strategy.

80. Develop an industrial/commercial development loan and/or grant program.

81. Amend the City's Redevelopment Plan to include the expansion areas south of SR 126, as appropriate.

82. Implement downtown street improvement plans.

83. Use Redevelopment Agency revenues as matching funds to leverage infrastructure funding sources.

84. Promote Santa Paula as a film making location by providing coordination between film studios, local businesses, and residents.

85. Promote Santa Paula's railroad, airport, museum, and agricultural attractions through intensive marketing.

86. Carry out the Santa Paula Marketing Action Plan contained in the Downtown Plan as well as the programs and incentives outlined in the 1995 City of Santa Paula Economic Development Plan.

87. Through public and private partnerships, develop attractions, including: a venue for farmers markets, arts and crafts fairs, artist showings, a citrus museum, farm tour, an antique airplane and car museum and a tourist trolley.

88. Work with the Hansen Trust, County of Ventura, and economic and tourist develop interests in the Santa Clara River Valley to establish a farm tour program modeled after the Sonoma County Farm Tour.

89. Encourage the formation of a partnership with the Santa Paula Chamber of Commerce and the Mexican/ American Chamber of Commerce for marketing purposes.

90. Promote High School student apprentice programs with local businesses.

91. City staff should meet regularly with senior representatives of current employers in town, particularly the larger employers. These meetings will provide a dialogue for how the businesses perceive the City and what the City can do to promote these existing businesses.

92. Develop a ranked list of retail stores needed in Santa Paula based on current gaps in the retail market and input from the Community survey. Conduct a concerted effort to attract one or two stores on that list by contacting similar stores in adjacent communities that may wish to expand. Consider both franchises and independents.

93. Seek out Ventura based firms that are seeking to expand. Have the Mayor and senior city staff visit these businesses.

94. Use redevelopment powers to assemble and attract larger commercial and industrial developments.

95. Develop a plan to advertise in the Santa Clarita area, focusing on attracting the construction supplier industry.

96. Encourage the promotion of train activities by tour agencies throughout the Ventura, Lancaster, Santa Clarita, and Los Angeles area.

97. Encourage job training providers to develop a job clearinghouse program to link up workers with businesses.

INFRASTRUCTURE

The City of Santa Paula shall take the following actions to implement the Infrastructure Goals of the Land Use Element:

98. Implement a phased program to replace all substandard water mains, fire hydrants, and facilities.

99. Acquire additional water rights sufficient for future needs.

100. Upgrade water collection, storage, treatment, and conveyance systems in conjunction with development in the expansion areas.

101. Implement a phased program to replace all substandard sewer mains and manholes.

102. Implement a program for the beneficial use of treated waste water, including but not limited to created wetland, industrial use, irrigation, and ground water recharge.

103. Implement a phased program to replace all worn out refuse collection equipment.

104. Establish an automated curbside recycling program.

105. Establish an automated greenwaste recycling program.

105a. Establish and implement a long-term plan for recycling, with specific collection goals for each recyclable material category and a method to track quantities of materials. The goal should be a 50% waste stream diversion.

106. As a condition of approval, all new development shall place new and existing utility lines underground.

107. Adopt a system of impact fees and/or development agreements to assess land development projects for the costs of public facilities, utilities, and infrastructure needed to serve such projects, including but not limited to the following: fire, police, roads, sewers, flood control, recreation, schools, and water.

108. Establish maintenance assessment districts or other similar measures to recover the cost of services required by new land development projects.

109. Minimize public expenditures for services and infrastructure needed by new land development projects through the use of owners associations, private facilities, and project designs that minimize costs.

110. Enter into land development agreements for major new projects to assure significant contributions toward meeting existing and future community needs.

110a. Support the establishment of a Unified School District to provide for working relationships between individual districts.

SPECIAL STUDY AREAS/OVERLAYS

The City of Santa Paula shall take the following actions to implement the Special Study Area Goals of the Land Use Element:

Downtown Design Development/Improvement Plan Area

111. Continue to implement the recommendations in the Downtown Design Development/Improvement Plan.

112. Continue to review land use designations within the Downtown Area to be responsive to the goals of the Downtown Design Development/Improvement Plan.

113. Allow for the development of outdoor dining, including on sidewalks and in other right-of-way areas.

114. Review all new development for consistency with the design standards in the Downtown Design Development/Improvement Plan.

Railroad Corridor

115. Continue to promote the Heritage Valley concept and promote tourist uses along the railroad, consistent with the Downtown Design Development/Improvement Plan.

116. Continue to work with the Ventura County Transportation Commission to develop a bike/hike trail along the railroad right-of-way.

117. Continue to implement a landscaping and linear park program for the railroad right-of-way.

118. Provide an Overlay to govern design standard for uses adjacent in the railroad-right-of way.

119. Re-designate certain industrial parcels on the west side of town to multi-family residential use and encourage the development of senior housing.

120. Review development and remodels on Railroad Corridor lands that are within the Downtown Design Development/Improvement Plan area for architectural consistency with the Plan's design guidelines/standards.

121. New development and remodels on Railroad Corridor lands that are outside the Downtown Design Development/Improvement Plan area shall be reviewed for consistency with the following design principles:

- *Buildings should provide a backdrop of railroad-related architecture reflecting an early 20th Century civic industrial style.*
- *Buildings should reflect the simple forms of citrus industry packing houses and railroad support buildings.*

- *Buildings should incorporate larger one and two-story masses with pitched roofs, overhangs, and heavy rustic detailing.*
- *Building design should highlight rather than hide structural elements such as rafter ends, trusses and attic vents.*
- *Design elements can be massive and exaggerated in scale to highlight their obvious functions.*
- *Utility areas, storage yards, and equipment must be screened from view of the street and the railroad right-of-way by walls, fences or landscaping.*
- *Building masses should be simple, broken by occasional changes in wall plane.*
- *Buildings need not front on the public street or the railroad right-of-way.*
- *Highly prominent architectural features are encouraged to provide landmarks along the railroad line.*
- *Residential buildings should reflect traditional craftsman style and scale.*
- *Each individual dwelling should be expressed as a single identifiable unit through pronounced roof forms, changes in building mass, pronounced entryways or front porches.*
- *Garages and auto access shall be used to separate residential units from the railroad tracks to minimize noise impacts.*

City Entrances/Gateways

122. Design standards shall be developed for new development, signage and public improvements to be located at the entrances to the City. At a minimum, the standards shall apply to the following locations: the Santa Paula Freeway ramps, Main Street, Telegraph Road, Harvard Boulevard, and Ojai Road)

123. The following design principles shall be used for the City gateway areas:

- *The east and west gateways shall acknowledge and provide a differentiation between the rural and urban environment.*
- *The freeway gateways shall have a unifying visual identity program that acknowledges arrival and directs visitors. Features of natural stone, wood, and brick are appropriate for this civic sign/identity programs.*

124. When freeway interchanges are improved to provide more capacity, incorporate public art, agricultural theme elements, public space, and or natural elements to promote the aesthetics.

South East Neighborhood

125. Designate the south half of New Street between Ojai and Oak Streets as Medium High Density Residential.

126. Re-designate certain portions of the southeast downtown area from industrial to residential and neighborhood commercial to reflect existing land use patterns.

Harvard Boulevard

127. Implement public improvements and streetscape improvements for Harvard Boulevard in accordance with a plan to be adopted by the City Council.

128. New development and remodels in the Harvard Boulevard Corridor shall be reviewed for consistency with the following design principles:

- *Building size and scale shall be compatible with the existing boulevard buildings.*
- *Where possible, buildings should front on the street, with parking to the side or rear of the building.*
- *Architecture should be reminiscent of early 20th Century highway-related architecture, using brick, tile, smooth ornamented stucco, chrome, stainless steel and glass.*
- *Development shall incorporate architectural details on buildings fronting Harvard Boulevard.*
- *Open generous store front display areas should be provided.*
- *Avoid strip development by providing buildings with no more than 50 feet of frontage.*
- *Buildings in excess of 50 feet in length should be designed to appear as several small buildings. Free-standing buildings are encouraged.*
- *Adaptive reuse of existing buildings is encouraged.*

VII. RELATIONSHIP TO OTHER ELEMENTS

As a comprehensive strategy for the management of Santa Paula's diverse physical, economic, and social resources, there is a high level of interrelationship among the topics and elements of the General Plan. The **Land Use Element** provides for the types, density/intensity, design, and distribution of development. The **Housing Element** provides for the manner in which existing housing will be conserved and new housing will be produced, in the context of the locations permitted for residential development by the Land Use Element. The **Circulation Element** identifies the types of systems that will efficiently facilitate the movement of people and goods through Santa Paula to and from the existing and planned land uses. The **Conservation and Open Space Element** defines policies for resource protection and enhancement of designated sensitive areas, and policies for energy and sustainability efforts for existing and planned land uses. The **Safety Element** provides for the protection of people and structures from the adverse effects of natural and man-caused hazards. The **Noise Element** provides for protection from and mitigation of noise as it relates to sensitive land uses included in this Land Use Element.

City of Santa Paula
HOMETOWN U.S.A.

City of Santa Paula General Plan

CIRCULATION ELEMENT

April 13, 1988

Resolution #5263

City of Santa Paula
HOMETOWN U. S. A.

City of Santa Paula General Plan

CIRCULATION ELEMENT

F I N A L

April 13, 1998

Resolution #5263

City of Santa Paula General Plan
Circulation Element

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I. PURPOSE AND AUTHORITY

California Government Code Section 65302 (B) requires that the General Plan include "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, other local public utilities and facilities, all correlated with the Land Use Element."

It is the intent of the City of Santa Paula Circulation Element to provide for a balanced transportation network that will provide for the safe and efficient movement of goods and people through the planning area. This will be accomplished by the development of roadways consistent with the standards and designations delineated in the element. Alternative transportation opportunities will be provided for, such as transit, bikeways, and pedestrian routes. Multi-purpose trails are also planned to facilitate recreational uses such as hiking and equestrian activities. Regulation of truck traffic and provision of parking resources are also important components of the Circulation Element.

There are a number of ways to efficiently and safely transport people and goods, including automobiles, buses, rail, bicycles, airplanes, and pedestrian facilities. The nature of transportation is such that each means of travel - or transportation mode - can be used by people in their day-to-day activities provided they have access to an integrated transportation system. The automobile is currently the primary form of transportation in Santa Paula. However, because of the City's relatively compact size and level terrain, alternative travel facilities for bicycles, pedestrians, and transit can be successful.

II. EXISTING CIRCULATION SYSTEM

A. Roadway Classifications

In general, roadways have two functions: to provide mobility and to provide access to property. These two functions can conflict from a design standpoint. High speeds and limited interruption are desirable for mobility, while lower speeds and frequent interruptions are more desirable for property access. A functional roadway classification system helps to prioritize the access and mobility requirements. Highways and arterials emphasize higher mobility for through-traffic; local streets emphasize property access; and collectors attempt to achieve a balance between both functions.

The Circulation Element presents the functional classification of the existing and proposed highways, arterials, and collectors. Roadways not shown on the Circulation Plan Map are classified as local streets. Functional classifications divide streets and highways into several broad categories, as follows:

Freeways. While originally planned to move people long distances within the State, or between states, freeways now serve as inter-city facilities. Within Santa Paula, the freeway also absorbs some of the longer local trips - relieving portions of the local street system.

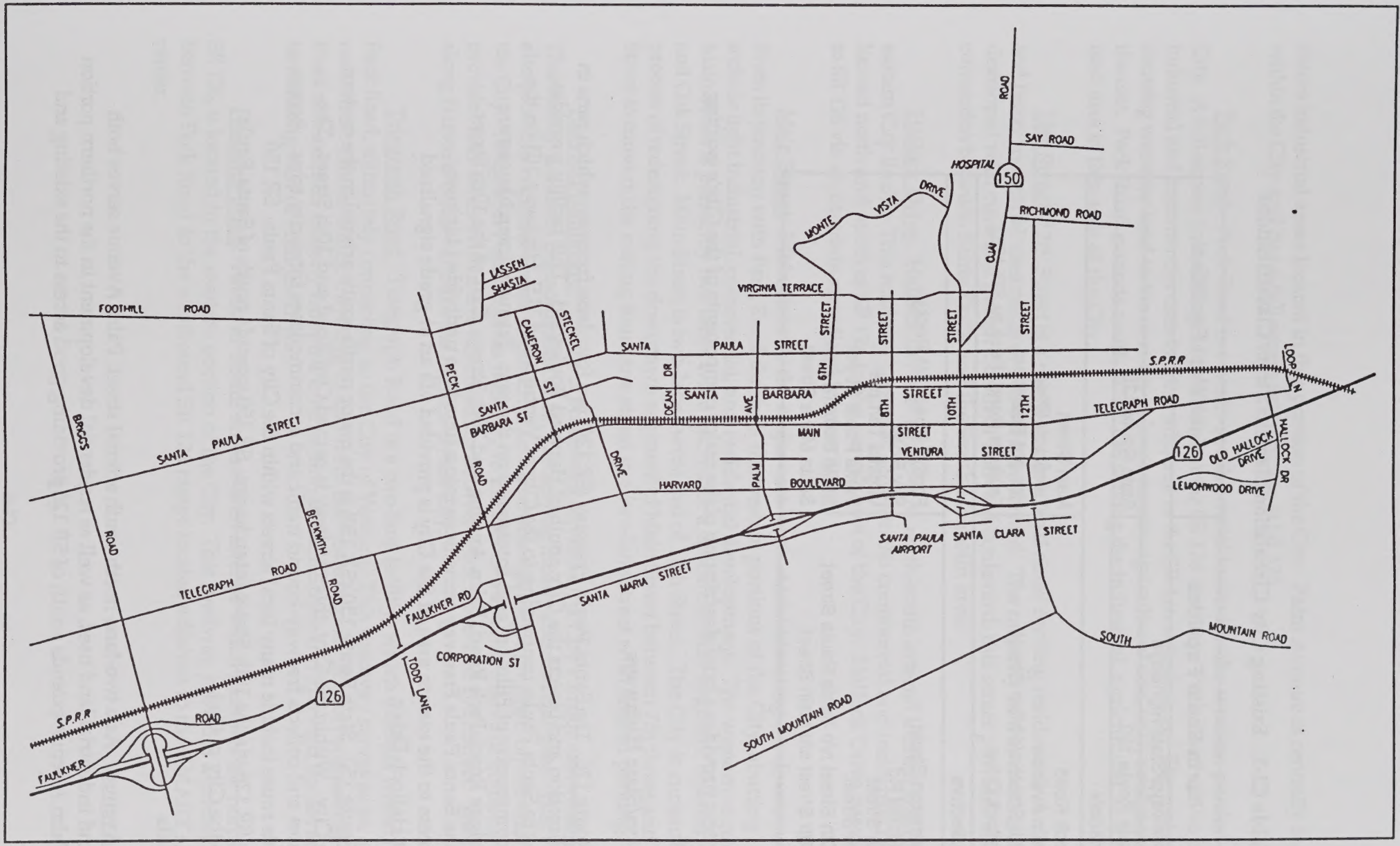
Arterials. Arterials supplement the freeway network by providing the principal facilities for traffic movement within the City. The function of arterials is to distribute and collect freeway-bound traffic and to accommodate intra-City trips and other medium-distance movements. In so doing, they provide the basic transportation links between the various land uses within Santa Paula. The principal role of these streets is to move through traffic. A secondary function is to separate dissimilar land uses. In addition, arterials provide access to abutting land uses.

Collectors. Collector streets are designed to move through traffic to and from local streets. They distribute and collect traffic, which is generated in the areas circumscribed by arterials. They also provide for movement within industrial, commercial and residential areas, or to connect adjacent land uses. Speeds on collector streets are generally low, due to pedestrian activity and the frequent number of driveways serving adjacent land uses.

Local Streets. Local streets primarily provide access to adjoining uses. In residential areas, they are the streets fronted by houses. In these areas, it is important to reduce through traffic to a maximum degree. Travel along these streets is short and generally constitutes the beginning or end of a journey.

B. Roadway Network

The roadway network serving Santa Paula is generally configured in a grid system comprised of regional freeways, State highways, arterial streets, collector streets, and local streets. Figure CI-1 illustrates the major components of the City's existing circulation system, and Table CI-1 summarizes the north-south and east-west facilities.



Source: Associated Transportation Engineers

NORTH

Existing Street Network

Figure CI-1

Table CI-1. Existing City Circulation Element Street Classifications

North-South Facilities	East-West Facilities
Freeways/State Highways	
State Route 150	State Route 126
Arterials	
Peck Road Palm Avenue 12th Street s/o Main Street Hallock Drive	Main Street Telegraph Road Harvard Boulevard Faulkner Road (Peck to SR 126)
Collectors	
Cameron Street Steckel Rd 6th Street 8th Street 10th Street n/o Santa Paula Street 12th Street n/o Main Street	Foothill Road (e/o Peck) Say Road Virginia Terrace Santa Paula Street Santa Barbara Street Santa Maria Street

The following text provides a brief description of the major components of the City's existing street network.

Freeways/State Highways

State Route 126. The Santa Paula Freeway (SR 126) is a four-lane freeway, which runs in an east-west direction and bisects the City south of Harvard Boulevard. This facility provides regional access to Santa Paula, connecting to the City of Ventura and U.S. Highway 101 on the west and the community of Fillmore and Interstate 5 on the east. Freeway interchanges are provided at Briggs Road, Peck Road, Palm Avenue, and 10th Street. East of the 10th Street interchange, the Santa Paula Freeway transitions into a four-lane undivided highway. Additional access to the eastern area of the City is provided via an at-grade signalized intersection at Hallock Drive.

State Route 150. State Route 150 (SR 150) is the major north-south arterial in the eastern portion of the City. Within the City, this roadway is named Ojai Road and 10th Street. The route distributes and collects freeway-bound traffic and accommodates intra-city trips. Access points onto this route include many local streets within the City of Santa Paula. SR 150 connects with SR 126 via the 10th Street interchange. SR 150 extends north of Santa Paula connecting to the City of Ojai.

Arterials

Palm Avenue. As a two-lane north-south arterial street, Palm Avenue serves both commercial and industrial land uses, as well as residential development in the northern portion of the City. Palm Avenue extends south of SR 126 providing good access to the existing and

future industrial areas located in this portion of the City. Palm Avenue is centrally located within the City and has a full access interchange at SR 126.

Peck Road. Peck Road is a north-south arterial located in the western portion of the City. A full-access interchange is provided at the SR 126 freeway. Peck Road serves the industrial and commercial uses located adjacent to the SR 126 interchange. The majority of abutting westerly land to the north is in low intensity agricultural use, with residential uses to the east. Peck Road extends south of SR 126 serving the industrial, agricultural, and residential land uses in this area of the City.

12th Street. 12th Street is a north-south arterial street serving residential, commercial, and heavy industrial uses north of Harvard Boulevard. The majority of this route is fully developed with curb and gutter. South of Harvard Boulevard, this street provides an arterial connection between Santa Paula and the South Mountain area.

Hallock Drive. Hallock Drive is a four-lane north-south arterial located adjacent to the eastern City limits. This roadway provides access to the commercial and industrial land uses located north and south of SR 126 in the eastern area of the City. Hallock Drive provides access to SR 126 via an at-grade signalized intersection.

Main Street. Main Street is the major east-west arterial bisecting the downtown area. From its junction with Peck Road through the western portions of the City, abutting land uses include light industrial, commercial, and residential development. The western segment of Main Street is presently two lanes wide except for a short four-lane segment between 7th Street and Oak Street. Main Street is two-lanes wide east of 12th Street. The City is currently in the process of redesigning the downtown segment of Main Street between 7th Street and 12th Street to convert the exiting four-lane street to a two-lane street with angled parking.

Harvard Boulevard. Harvard Boulevard serves as the City's major east-west arterial. This facility parallels the north side of SR 126 serving mostly commercial uses. This roadway also provides regional access to the City, as it connects to Telegraph Road on the west side of the City. Telegraph Road extends westerly to the City of Ventura. Harvard Boulevard provides four lanes with a left-turn median between Peck Road and 10th Street. Traffic flows along Harvard Boulevard are the highest in the City.

Telegraph Road. Telegraph Road is a two-lane facility, which extends westerly from Peck Road, ultimately connecting to the City of Ventura. This roadway serves as an alternative route to SR 126 for traffic traveling to and from the Ventura area. A short segment of Telegraph Road also extends easterly from the intersection of Main Street and Harvard Boulevard, terminating east of Hallock Drive.

Faulkner Road. Faulkner Road, an east-west arterial which parallels the north side of SR 126, is located in the western portion of the City. This roadway provides a connection between Peck Road to the westbound SR 126 ramps located adjacent to the KMART shopping center.

Collectors. The north-south collector streets within the City of Santa Paula include: Cameron Street, Steckel Drive, Sixth Street, Eighth Street, 10th Street north of Santa Paula Street, and 12th Street north of Main Street. East-west collectors include: Santa Maria Street, Santa Barbara Street, Santa Paula Street, Virginia Terrace, Say Road, and Foothill Road east of Peck Road.

C. Roadway Operations

Figure CI-2 illustrates the existing average daily traffic (ADT) volumes for the regional highways and arterial streets adjacent to and within the City. The existing traffic volumes for the Santa Paula street system were collected in 1994, 1995, and 1996. The current volume data indicate that traffic levels have remained relatively constant over the past number of years.

In evaluating the operating condition of the City's roadway sections, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. More complete level of service definitions are provided in Table CI-2.

Table CI-2. Level of Service Definitions

LOS	Traffic Flow Description
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Levels of service were determined for the City's existing roadway system based on the traffic volume data presented in Figure CI-2. The operation of SR 126 was calculated using the methods outlined in the Highway Capacity Manual.[1] This methodology shows that the freeway segments of SR 126 in the City currently operate in the LOS B range.

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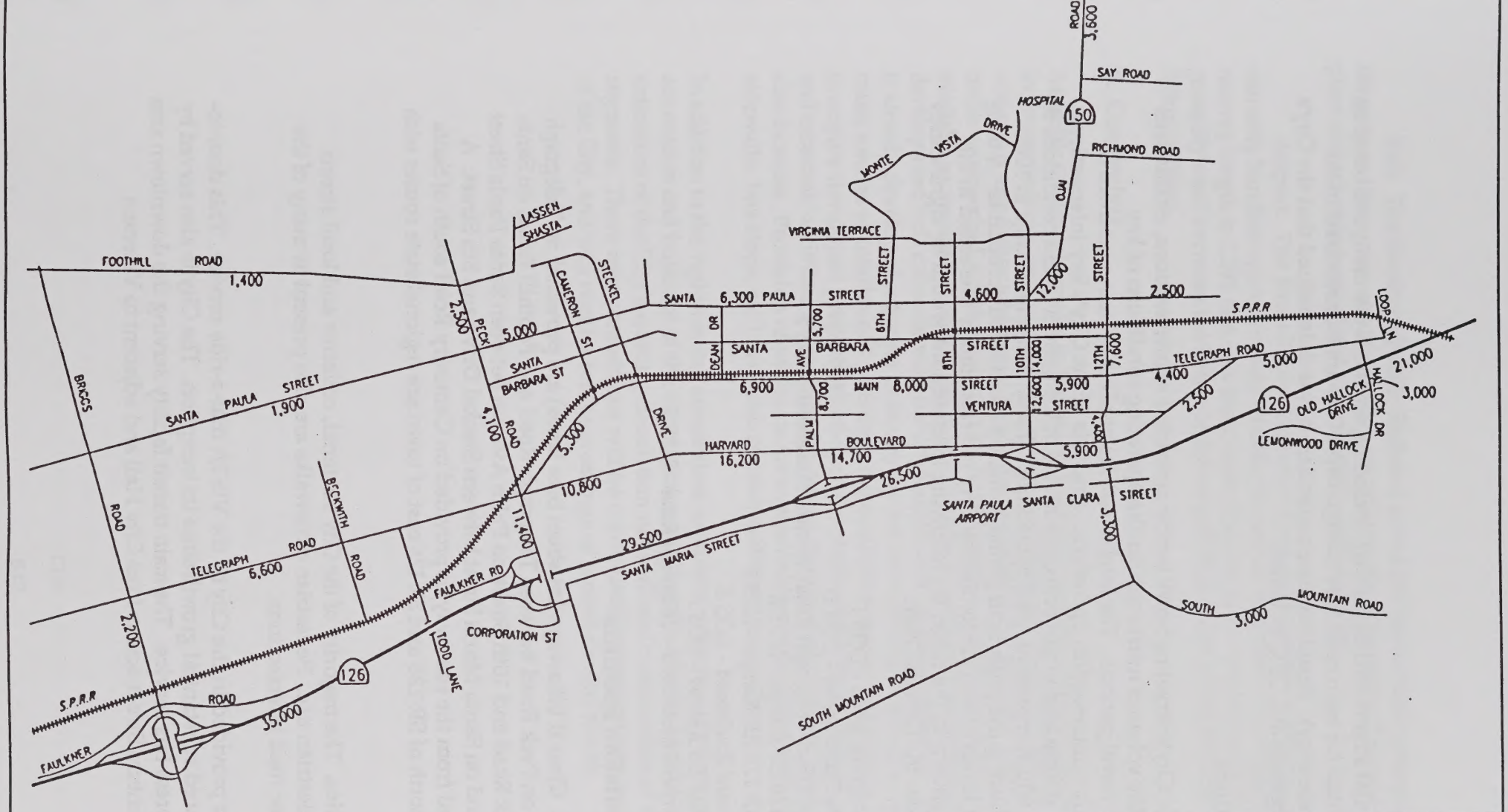
1 Highway Capacity Manual, Transportation Research Board, National Research Council, 1994.



Source: Associated Transportation Engineers

NORTH

Existing Average Daily Traffic Volume

Figure CI-2

The operations of the arterial streets within the City, including SR 150, were analyzed based on engineering design capacities for each road type (design capacities are summarized in the Technical Appendix for reference). Based on these capacities, it was determined that the City's arterial streets currently operate at LOS C or better.

D. Intersection Operations

Because traffic flow on the City's street network is most restricted at intersections, evaluations of existing and future traffic volumes must consider the operating conditions of key intersections during peak travel periods. The level of service grading system presented in Table CI-2 is also used to rate intersection operations. Analysis of the City's key intersections connecting the highway, arterial and major collectors streets in the system found conditions to be in the LOS A-B range, which represent good operations. The SR 126 interchange at 10th Street operates at LOS C during the peak hour period, which is considered acceptable. A table summarizing the existing levels of service for the key City intersections is presented in the Technical Appendix. As shown in the table, the following intersections would be significantly impacted by buildout under the General Plan:

- *Briggs Road/Telegraph Road - LOS F*
- *Peck Road/Santa Paula Street - LOS D*
- *Peck Road/Main Street-Telegraph Road-Harvard Boulevard - LOS F*
- *Peck Road/SR 126 EB Ramps - LOS E*
- *Palm Avenue/SR 126 EB Ramps - LOS F*
- *10th Street/Harvard Boulevard - LOS E*
- *10th Street/SR 126 EB Ramps - LOS F*
- *Main Street/Harvard Boulevard - Telegraph Road - LOS F*

E. Alternative Transportation Facilities

Bicycle Facilities. Class II bikeways (on-street bike lanes) are provided on Telegraph Road west of Peck Road, on Peck Road between Telegraph Road and Foothill Road, on Santa Paula Street between Peck Road and 10th Street, on Palm Avenue between Santa Paula Street and Santa Maria Street, and on Santa Maria Street between Steckel Drive and 8th Street. A Class I bikeway (separated from the roadway) is provided on Cemetery Road south of Santa Paula Street. Ojai Road north of SR 126 and SR 126 east of town are regional state routes with bicycle use permitted.

Pedestrian Facilities. The majority of the City's arterial, collector and local streets include sidewalks for pedestrian use. Pedestrian crosswalks are also present at many of the City's arterial and collector road intersections.

Transit. Transit is provided in the City by the VISTA dial-a-ride service. This door-to-door service has experienced substantial growth since its inception. The City is also served by the VISTA commuter express bus service. The main transit facility serving the downtown area is presently located on Ventura Street across from City Hall and adjacent to Veterans Memorial Park.

Rail. The Southern Pacific Railroad serves the Santa Paula area with freight service. At the present time, only one train a day uses the tracks. The railroad serves the Weyerhauser plant and other industrial and commercial uses in the City.

Airport. The Santa Paula Airport is a privately operated general aviation facility, which currently handles approximately 70,000 operations (takeoffs or landings) per year. The official runway length is 2,393 feet and the airport does not have control tower facilities. The airport is generally used between the hours of dawn and dusk, since the field is not equipped with night flying facilities.

F. Constraints

As traffic volumes increase in Santa Paula and the surrounding area, there will be pressure to increase roadway capacities. In some cases, existing rights-of-way are insufficient to permit widening, and either additional right-of-way must be obtained, or where possible, alternative traffic engineering solutions should be implemented. Additional right-of-way would be available as vacant properties develop, but there is no guarantee that the timing of development will coincide with need for additional roadway capacity. In some cases, property is already developed adjacent to roadways where widening is anticipated. While in some cases, a series of interim and permanent special solutions will be required, it may be necessary to acquire developed property to adequately resolve capacity problems. As the City population and economic activities increase in the future, the demand for alternative mode facilities will also increase. Provision of adequate area required for alternative mode facilities (bikelanes, sidewalks, bus stops, etc.) may also require additional right-of-way.

In addition to the right-of-way constraints associated with the developed portions of the City, annexation and buildout of the expansion areas identified in the Land Use Element will require extensions of the City's existing circulation network and construction of new roadway segments. These new connections will be constrained by topography in the canyon areas north of the City, and will require bridge crossings of several creeks/rivers.

III. FUTURE CIRCULATION SYSTEM

A. Relationship to the Land Use Element

The Circulation Element outlines the transportation network required to support development proposed under the City's Land Use Element. Transportation facilities and their location and accessibility have been, and will continue to be, a major influence in shaping the development pattern within Santa Paula. In addition to their primary purpose as carriers of people and goods, the City's roadway network influences the development pattern of the City by controlling the location of housing, employment, commercial, and recreational activities. The economic viability of each land use is dependent upon acceptable levels of circulation and access. An inadequate circulation system causes congestion, resulting in losses of time and economic productivity.

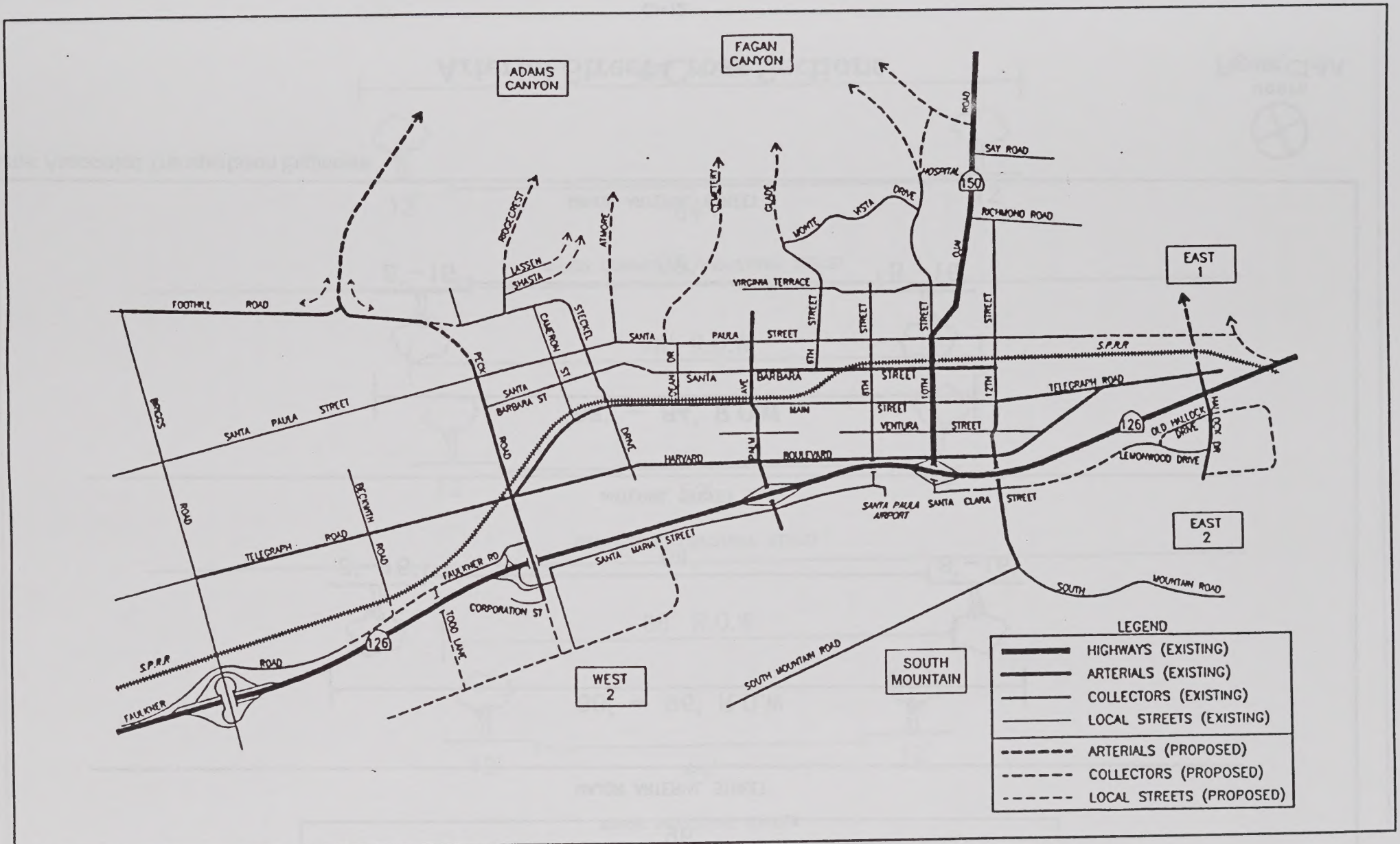
B. The Circulation Plan

The Circulation Plan presents the circulation system improvements which have been developed to guide Santa Paula's long-range planning and programming. The intent of the Circulation Plan is to preserve a corridor unobstructed by any permanent structure for future road right-of-way for each roadway link shown on the Circulation Plan Map. The plan has two primary components. First, a map graphically depicts the approximate location and ultimate right-of-way dimension of streets and highways. The future system includes improvements to existing roadways as well as new roadway extensions required to serve the expansion areas. Second, each cross section is displayed along with a brief description of its functional characteristics. The map and cross sections are intended to assure that a permanent, efficient circulation network will be created to meet the needs of the planning area.

Circulation Plan Map. The Circulation Plan Map, shown in Figure CI-3, establishes the basic circulation system for the City. Roadway classifications are identified on the map, and the major roadway alignments are defined. These alignments will give direction for right-of-way dedications and future roadway development. These designations may also influence future land uses, and are coordinated with the land use designations identified in the Land Use Element.

The proposed plan illustrates the schematic alignment of roads in presently undeveloped areas, even where the current land use plan indicates agricultural uses. These schematic alignments are intended to show the desired circulation system should these areas be allowed to develop. It is not the intent of the Circulation Element to require the construction of these roads unless such development occurs. Therefore, showing of these schematic alignments on the plan should not be construed as encouraging development of this area, but only as an indication of the road system linkages should such development occur.

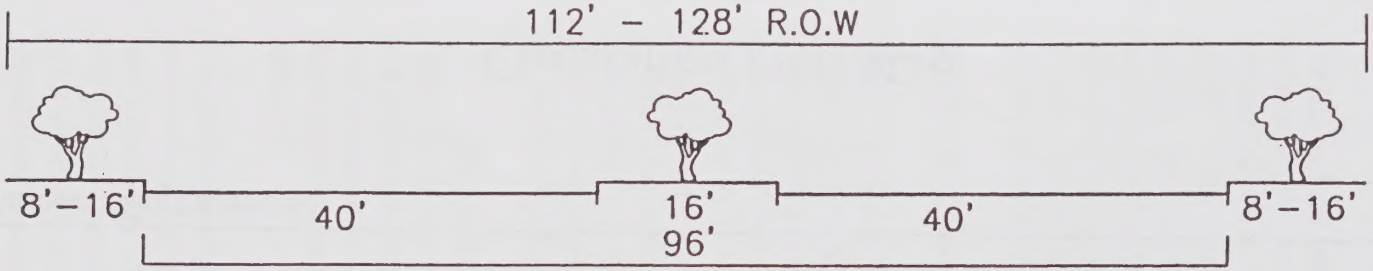
Roadway Cross Sections. The roadway cross sections presented in this section (see Figures CI-4A, -4B and -4C) define the general right-of-way width and configuration for each street type proposed within the City. The cross sections designated in the Circulation Element will generally be required as new development occurs adjacent to the roadway segments.



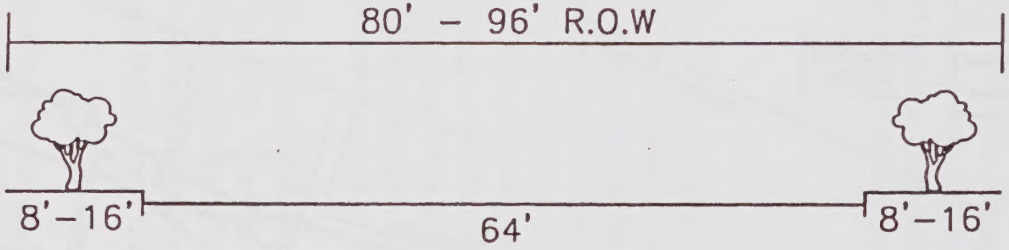
Source: Associated Transportation Engineers

Figure CI-3

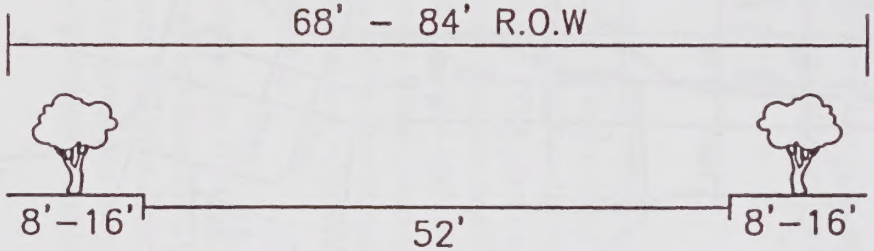
Circulation Plan Map



MAJOR ARTERIAL STREET



ARTERIAL STREET



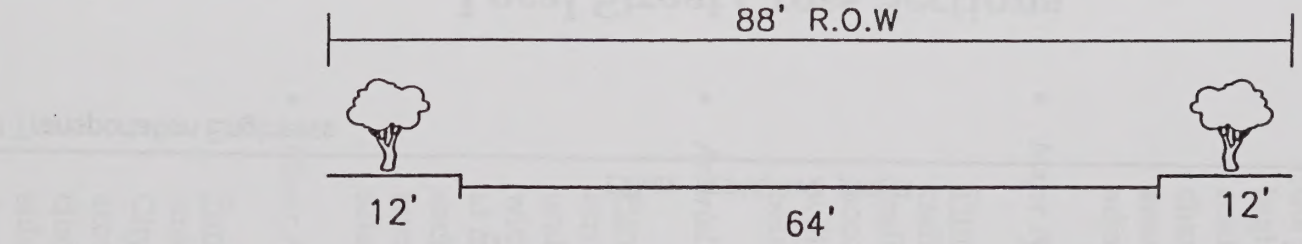
MINOR ARTERIAL STREET

Source: Associated Transportation Engineers

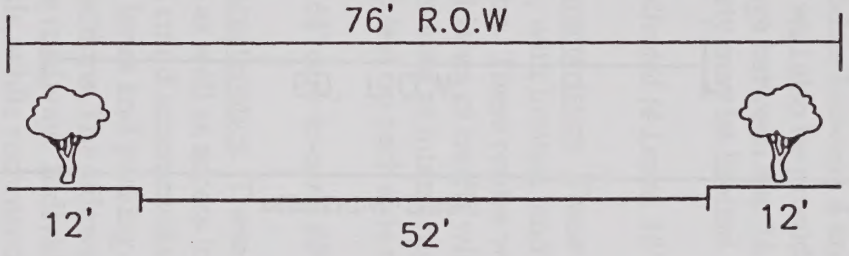
NORTH

Arterial Street Cross Sections

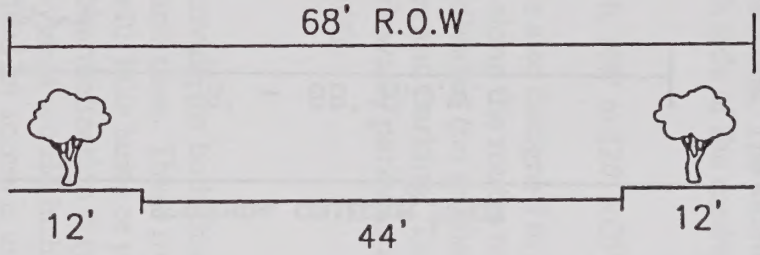
Figure CI-4A



MAJOR COMMERCIAL/INDUSTRIAL STREET



COMMERCIAL/INDUSTRIAL STREET



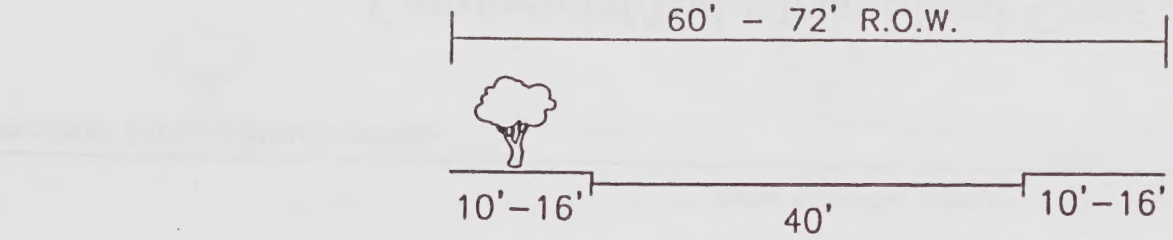
MINOR INDUSTRIAL STREET

Source: Associated Transportation Engineers

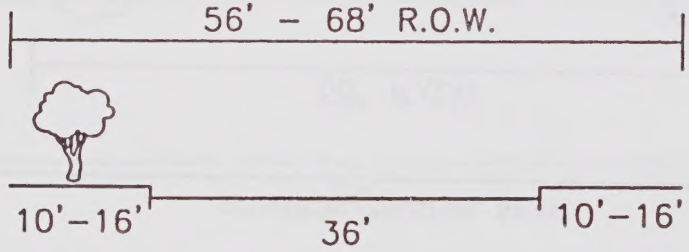
NORTH

Commercial/Industrial Street Cross Sections

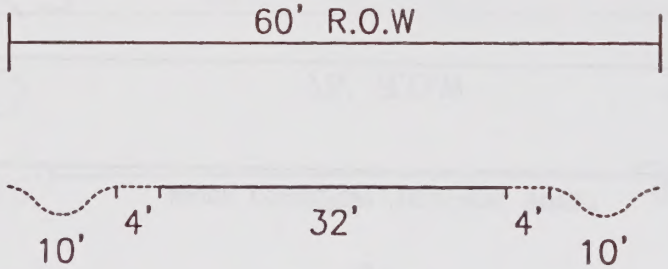
Figure CI-4B



RESIDENTIAL COLLECTOR STREET



RESIDENTIAL STREET



ESTATE RESIDENTIAL STREET

Source: Associated Transportation Engineers

NORTH

Local Street Cross Sections

Figure CI-4C

Figures CI-4A, -4B, and -4C show the cross sections for the Arterials, Commercial/Industrial, and Residential street types envisioned for the City's expansion areas. The following text describes the functional characteristics of each of the street sections included in the Circulation Element.

Arterials

- *Major Arterial - Divided (4-6 Lanes, 96' curb-to-curb, 112' to 128' ROW).*

  Functional Characteristics. These arterials carry the heaviest local traffic through the planning area. Access would be limited on these routes to permit efficient, high volume traffic circulation. These routes would have raised medians, and could accommodate between 4 and 6 lanes of traffic and bike lanes. Turn channelization will also be provided at intersections. The sidewalk/parkway area would range between 8 to 16 feet on each side of the roadway. Access to adjacent property may be limited.

- *Major Arterial - Undivided (4 Lanes, 88' curb-to-curb, 104' to 120' ROW).*

  Functional Characteristics. These arterials are also designed to carry heavy traffic volumes, with limited land use access along the routes to permit efficient traffic circulation. These routes would be undivided (no median), and could accommodate 4 lanes of traffic with bike lanes and parking. Turn channelization will also be provided at intersections. The sidewalk/parkway area would range between 8 to 16 feet on each side of the roadway.

- *Arterial (2-4 Lanes, 64' curb-to-curb, 80' ROW).*

  Functional Characteristics. These arterials provide for both through traffic across the City as well as access to adjacent land uses. These routes would be undivided and could accommodate 4 lanes with bike lanes or parking, or 2 lanes with both bike lanes and parking. Left turn channelization is typically provided at major intersections. The sidewalk/parkway area would include 12 feet on each side of the roadway. Individual residential lot access is usually restricted from these roads, while commercial and/or industrial access is allowed at selected locations.

- *Minor Arterial (2 Lanes, 52' curb-to-curb, 76' ROW).*

  Functional Characteristics. Minor arterials represent the smallest of the arterial street classifications. These roadways provide for both through traffic across the City as well as good access to adjacent land uses. Minor arterials could accommodate 2 travel lanes with bike lanes and parking. Left-turn channelization is typically provided at major intersections. The sidewalk/parkway area would include 12 feet on each side of the roadway. Access to adjacent land uses is generally allowed at selected locations.

Commercial/Industrial Streets

- *Major Commercial/Industrial Street (2-4 Lanes, 64' curb-to-curb, 80' ROW).*

  Functional Characteristics. Major Commercial/Industrial streets are designed for heavier commercial/industrial traffic and allow for vehicular access to adjacent land uses. These routes would be undivided and could accommodate 4 lanes with bike lanes or parking, or 2 lanes with both bike lanes and parking. The sidewalk/parkway area would include 12 feet on each side of the roadway.

- *Commercial/Industrial Street (2 Lanes, 52' curb-to-curb, 76' ROW).*

  Functional Characteristics. Commercial/Industrial streets are designed for industrial traffic and provide for access to adjacent land uses. Their width is sufficient to accommodate 2 lanes for traffic with parking. The sidewalk/parkway area would consist of 12 feet on each side of the roadway.

- *Minor Industrial Street (2 Lanes, 44' curb-to-curb, 68' ROW).*

  Functional Characteristics. Minor Industrial streets are designed to accommodate local industrial traffic. This classification is the minimum width considered adequate for industrial streets. The roadway width is sufficient to accommodate truck traffic, with on-street parking allowed. The sidewalk/parkway area would consist of 12 feet on each side of the roadway.

Residential Streets

- *Residential Collector Street (2 Lanes, 40' curb-to-curb, 60' to 72' ROW).*

  Functional Characteristics. Residential collector streets connect local streets to arterial streets. Several neighborhoods may be accessed by collector streets. This classification allows for 2 vehicle lanes and parking on each side of the street. Parking restrictions or widening may be required at intersections to provide for turn channelization and/or transit bus stops. The curb-to-curb street width may be reduced by 6 feet in certain areas if the City Engineer finds that reduced demands for on-street parking will allow for parking to be prohibited on one side of the roadway. The sidewalk/parkway area would typically include 16 feet on each side of the roadway, but may be reduced to 10' in certain areas. In hillside areas, the sidewalk/parkway area would consist of 8 feet on one side and 3 feet on the other side of the roadway.

- *Residential Street (2 Lanes, 36' curb-to-curb, 56' to 68' ROW).*

  Functional Characteristics. Residential streets are designed to serve individual subdivisions and neighborhoods within residential areas. They are not appropriate for use in non-residential areas, due to their lack of adequate width for parking and travel lanes, particularly in areas with truck activity. The curb-

to-curb street width may be reduced by 6 feet in certain areas if the City Engineer finds that reduced demands for on-street parking will allow for parking to be prohibited on one side of the roadway. The sidewalk/parkway area would typically include 16 feet on each side of the roadway, but may be reduced to 10 feet in certain areas. In hillside areas, the sidewalk/parkway area would consist of 8 feet on one side and 3 feet on the other side of the roadway.

- *Estate Residential Street (2 Lanes, 32' curb-to-curb, 40' ROW).*

  Functional Characteristics. Estate Residential streets are designed to serve rural residential developments with low densities and minimal traffic volumes. These roadways would consist of 2 travel lanes with gravel shoulders. The parkway area would include 10 feet on each side. No sidewalks would be provided.

C. Development Potential

Trip Generation. New trips will be generated by buildout of existing vacant and undeveloped parcels located within the current City limits as well as development of the land uses envisioned for the expansion areas. As shown in Table CI-3, this level of development would generate a total of 98,167 ADT. A worksheet showing the detailed trip generation calculations for the various land uses proposed in each area is included in the Technical Appendix.

Roadway Volumes. Figure CI-5 shows the buildout (Year 2020) ADT forecasts for the City's primary system of highways, arterial and collector streets. Table CI-4 lists the existing and buildout ADT volumes for the major components of the City's street network for comparison.

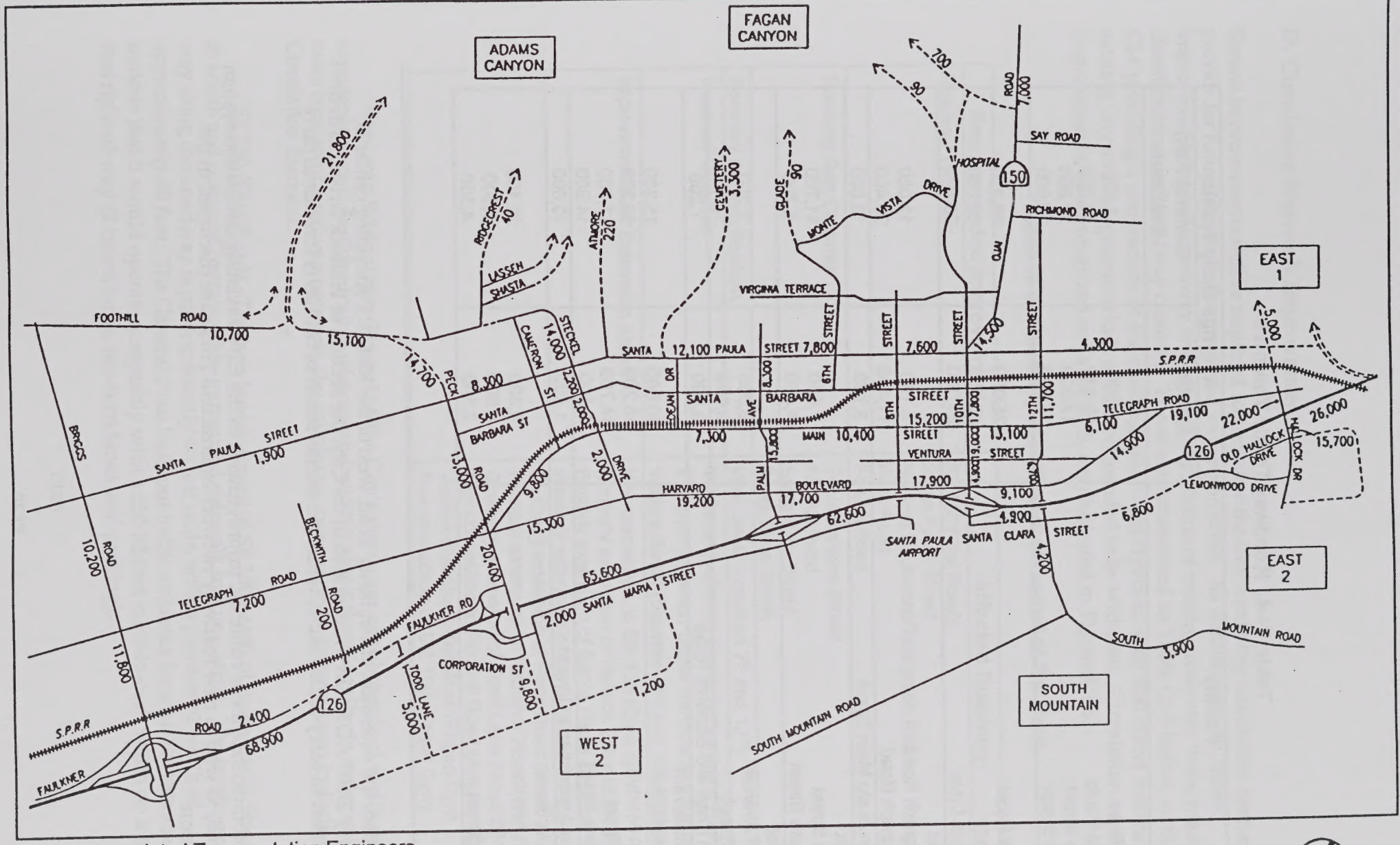
The buildout projections illustrated in Figure CI-5 indicate that volumes on the segments of SR 126 adjacent to the City would increase to approximately 70,000 ADT, while the volumes on the undivided highway segment east of the City would increase to 26,000 ADT. Volumes on the segment of SR 150 in the downtown area adjacent to Main Street are expected to increase to as much as 19,000 ADT, while volumes on the segments north of Santa Paula Street would increase to between 7,000 ADT and 14,500 ADT.

Harvard Boulevard, the City's main east-west arterial, is expected to carry approximately 25,300 ADT between Steckel Drive and Palm Avenue, and 19,200 ADT between Palm Avenue and 10th Street. Other roads within the center of the City, such as Main Street, Palm Avenue, and Santa Paula Street, are forecast to carry 10,400 ADT, 11,700 ADT and 12,100 ADT, respectively. Peck Road is forecast to carry between 13,000 ADT and 20,400 ADT. Towards the northwestern corner of the City, Foothill Road is forecast to increase to 10,000 ADT.

As a result of the development of the expansion areas located along the perimeter of the City, several new roadways will be constructed. The future roadway providing access to Adams Canyon is forecast to carry 21,800 ADT. The extension of Peck Road south of the SR 126 interchange is expected to carry 9,800 ADT as a result of development in the southern portion

Table CI-3. Trip Generation – Development Potential

Development Area/Land Use	Size	Average Daily Trips	Peak Hour Trips
EXISTING CITY AREAS			
Single Family Residence	207 Units	1,977	178
Neighborhood Commercial	228,690 SF	6,508	123
Industrial	1,154,340 SF	4,894	681
Subtotal		13,379	982
WEST 2			
Research & Development	1,905,750 SF	8,080	1,124
Industrial	740,520 SF	3,140	437
Subtotal		11,220	1,561
EAST 1			
Single Family Residence	742 Units	6,023	637
Condominium	90 Units	448	42
Apartment	68 Units	397	36
School	10 Acres	90	5
Park	13.5 Acres	10	1
Golf Course	18 Holes	575	51
Subtotal		7,543	772
EAST 2			
Highway Commercial	544,500 SF	35,381	3,133
Research & Development	718,740 SF	3,047	424
Industrial	337,590 SF	1,431	199
Subtotal		39,859	3,756
ADAMS CANYON			
Single Family Residence	1,980 Units	16,073	1,700
Condominium	180 Units	897	84
Apartment	90 Units	526	48
Neighborhood Commercial	152,460 SF	930	84
School	25 Acres	225	11
Park	34 Acres	26	2
Hotel	230 Units	2,001	175
Golf Course	36 Holes	1,150	103
Subtotal		21,828	2,207
FAGAN CANYON			
Single Family Residence	450 Units	3,868	409
Neighborhood Commercial	76,230 SF	465	42
Park	7 Acres	5	1
Subtotal		4,338	452
SOUTH MOUNTAIN			
Passive Recreation / 6 soccer fields	15 acres	NA	NA
Total		**98,167**	**9,730**



Source: Associated Transportation Engineers

Buildout Average Daily Traffic Volumes

Figure CI-5

Table CI-4. Roadway Traffic Volumes

Facility	Average Daily Traffic	
	Existing	General Plan Buildout
SR 150		
n/o Say Road	3,600	7,000
n/o Santa Paula	12,000	14,500
n/o Main Street	14,000	17,800
s/o Main Street	12,600	19,000
SR 126		
w/o Peck Road	35,000	68,900
w/o SR 150	26,500	62,600
e/o Hallock Drive	21,000	26,000
Peck Road		
n/o Telegraph Road	4,100	13,000
s/o Telegraph Road	11,400	20,400
Palm Avenue s/o Main Street	8,700	15,800
12th Street		
n/o Main Street	7,600	11,700
s/o Ventura Street	4,400	6,700
Main Street		
w/o Palm Avenue	6,900	7,300
w/o 8th Street	8,000	10,400
Telegraph Road w/o Beckwith Road	6,600	7,200
Harvard Boulevard		
w/o Steckel Drive	10,800	15,300
w/o Palm Avenue	16,200	19,200
w/o 8th Street	14,700	17,700
e/o Ventura Street	2,500	14,900
Foothill Road w/o Adams Canyon	1,400	10,000
Santa Paula Street		
w/o Palm Avenue	6,300	12,100
w/o SR 150	4,600	7,600
e/o 12th Street	2,500	4,300

of the City. Also, the extension of Faulkner Road, west of the KMART shopping center is forecast to carry 2,400 ADT. On the east end of the City, the section of Hallock Drive north of SR 126, is forecast to carry 22,000 ADT, while the section south of SR 126 is forecast to carry 15,700 ADT.

In order to accommodate these volumes, improvements to the City's existing circulation system will be required, as well as new roadway network extensions. These are discussed in the following section.

D. Circulation Network Improvements

Several improvements will be required to complete the City's existing circulation system and provide for future access to the proposed expansion areas. As detailed below, these improvements include roadway widenings, completion of missing roadway links, roadway re-classifications, and roadway closures. These are summarized in Table CI-5 below, with Table CI-6 providing a comparison of the existing and future rights-of-way and street widths for the existing City street segments which are recommended to be widened. Circulation system improvements, as summarized in Table CI-5, are illustrated in Figure CI-6.

Table CI-5. Roadway Modifications Needed at Buildout

Recommended Improvement	Affected Roadway
Roadway Widening	SR 150 (Ojai Road) Santa Paula Street Harvard Boulevard/Telegraph Road Peck Road Foothill Road
Roadway Gap Closures	Santa Barbara Street Foothill Road Santa Cruz Street Santa Clara Street
Roadway Reclassifications	Main Street (between 7th and 12th)
Roadway Closures	Mill Street (between Santa Barbara and Railroad) 9th Street (between Santa Barbara and Railroad) Ventura Street (between Mill and 10th Street)
Improvements for Expansion Areas	New connection to SR 126 (East 1) Northerly extension of Hallock Drive (East 1) Easterly extension of Santa Paula St (East 1) Westerly extension of Lemonwood Dr (East 1) Southerly extension of Peck Road (West 2) Westerly extension of Faulkner Road (West 2) Southerly extension of Todd Lane (West 2) New connection to Foothill Road (Adams Cyn) Various collector extensions (Fagan Cyn) New connection to SR 150 (Fagan Cyn)

Roadway Widenings. Several of the City's streets are of substandard width or experience varied sections (rights-of-way and widths) along their length. In order to provide a more consistent roadway network, the following street widenings have been included in the Circulation Element.

SR 150 (Ojai Road). The two-lane segment of SR 150 north of Santa Paula Street varies in width and does not contain curb, gutter and sidewalk in some areas. The existing right-of-way along this roadway is predominantly 60 feet wide, with a pavement width of approximately 40 feet. The General Plan buildout traffic volumes forecast for this roadway indicate that it would operate acceptably with a ±50-52-foot curb-to-curb width on a 60 to 72-foot right-of-way (2 travel lanes, left-turn lanes, and parking).

Table CI-6. Roadway Right-of-Way and Widening Data

Roadway Segment	Existing Width		Recommended Width	
	ROW	C-C	ROW	C-C
SR 150 (Ojai Road				
North	60-72 ft	40-52 ft	70-72 ft	52 ft
South	60 ft	40 ft	60 ft	50 ft
Santa Paula Street	60-72 ft	36-50 ft	60-72 ft	50 ft
Harvard Blvd-Telegraph Rd				
Western Area	100 ft	80 ft	100 ft	80 ft
e/o Santa Paula Creek	60-100 ft	60-80 ft	108 ft	88 ft
8th Street to 12th Street	60-80 ft	46-68 ft	80 ft	66-68 ft
Peck Road				
Harvard to Foothill	60-72 ft	50-60 ft	81-83 ft	64-70 ft

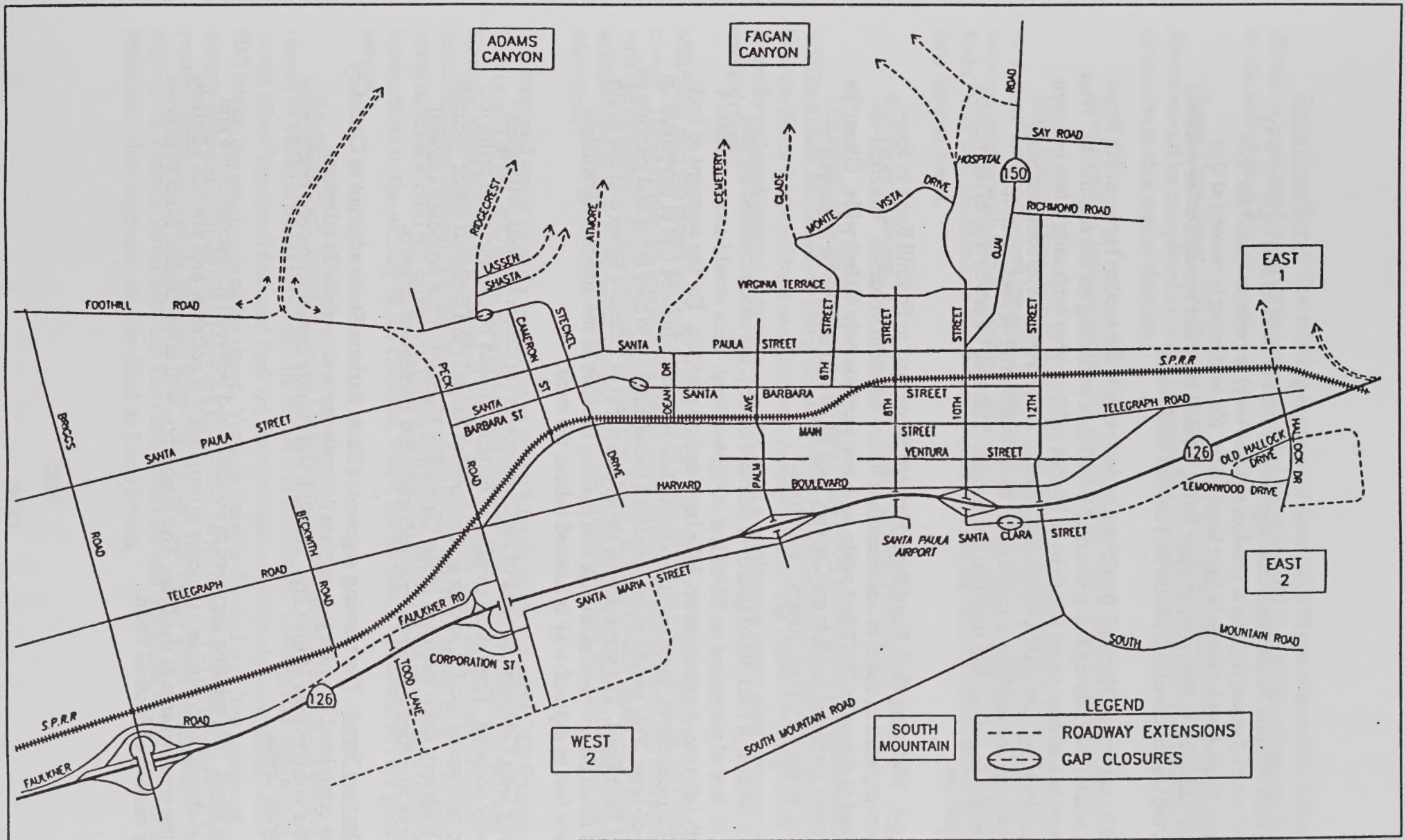
In the northern areas (from Oakdale Place north), several 12-foot widenings have been completed on the west side. Completion of the west side widenings would therefore be appropriate to achieve the revised 52-foot section in this area. The east side would be completed (curb, gutter, sidewalk) within the existing right-of-way. South of Oakdale Place, west side widenings could continue south to Say Road, but any widening further south of this point on either the west side or east side would be very disruptive to adjacent properties and very expensive. This lower section would be widened within the existing 60-foot right-of-way to provide 50 feet of pavement. The suggested sections through these two areas are:

- *North: 10-foot sidewalk/parkway, 52-foot pavement, 10-foot sidewalk/parkway.*
- *South: 5-foot sidewalk/parkway, 50-foot pavement, 5-foot sidewalk/parkway.*

Santa Paula Street. The segments of Santa Paula Street between SR 150 and 12th Street, and from Citrus Street to Grant Line Street, would require widening to match the existing fully-improved section and to accommodate traffic increases generated by General Plan buildout. In general, Santa Paula Street is constructed as a two-lane street approximately 50 feet wide with parking and bicycle lanes. A small section of 12-foot widening remains to be completed on the south side of Santa Paula Street near 14th Street. Between 10th Street and 12th Street, however, the right-of-way is only 60 feet wide. The north property line aligns with adjacent street sections but the south line does not. The existing pavement width is only 36 feet.

The preferred improvement strategy for Santa Paula Street is to widen the substandard sections to ±50 feet within the existing 60-foot right-of-way. This would be the least costly method of widening, but it would be somewhat out of character with the other sections to the west given the reduced parkway widths.

Harvard Boulevard/Telegraph Road. The westerly segments of Telegraph Road and Harvard Boulevard are generally developed with an 80-foot street section within a 100-foot right-of-way. This is the recommended section between Peck Road to the western City limits.



Source: Associated Transportation Engineers

NORTH

Circulation Element Improvements

Figure CI-6

Telegraph Road east of Santa Paula Creek has segments of 100 feet and 60 feet right-of-way. The 88-foot major arterial street (within a 108-foot right-of-way) is recommended for this section. The Santa Paula Creek bridge is four lanes wide. No widening is needed at this structure. A short distance to the west, at Main Street, a small segment remains to be widened to the 80-foot street width found elsewhere on Harvard Boulevard.

The most difficult segment of Harvard Boulevard to deal with is the section between 8th Street and 12th Street, where the freeway has prevented the 20-foot widening on the south side. West of 12th Street there is a 68-foot street width in an 80-foot right-of-way with only 2 feet between the curb and the retaining wall on the south side. East of 12th Street, the 20-foot northerly widening has not been accomplished, making the street width only 46 feet. A 20-foot dedication and widening is needed through this section. This will be costly due to its impacts on adjacent properties.

Peck Road. Widening Peck Road from Harvard Boulevard to Foothill Road to four-lanes should be completed in order to accommodate future buildout volumes. The right-of-way on Peck Road is generally 70-72 feet wide, with two sections only 60 feet wide. Given the future development proposed for Adams Canyon, Peck Road will need to be improved to Major Arterial or, at the very least, Arterial standards.

For the northern section of Peck Road (north of Fillmore Street), the recommended section would include 70 feet of pavement on 82-83 feet of right-of-way. This would accommodate 4 travel lanes with left-turn channelization, bike lanes and no parking. For the segment of Peck Road south of Fillmore Street, the recommended section would include 64 feet of pavement on 81 feet of right-of-way. This would accommodate 4 travel lanes with bike lanes and parking on the west side of Peck Road. The west side of Peck Road north of Fillmore Street and the south side of Foothill Road do not need sidewalk and parking because of the adjacent agriculture uses. Only a few feet of right-of-way is needed behind the curb.

Roadway Gap Closures. Several of the City's streets are discontinuous, with gaps between roadway sections. The existing roadway network should be completed in order to facilitate traffic movement locally, and to accommodate General Plan buildout traffic volumes. The following roadway links, included in the Circulation Element of the proposed General Plan, would serve to mitigate potential transportation and circulation impacts.

Santa Barbara Street. The missing segment of Santa Barbara Street adjacent to Cemetery Road should be completed in order to complete this collector and to provide adequate circulation in the western area of the City. This link will require construction of a bridge over the Fagan Canyon Creek.

Foothill Road. The missing segment of Foothill Road between Ridgecrest Drive and Hardison Street should be completed in order to complete this collector and provide adequate circulation in the western area of the City. This connection will allow Steckel Road to connect to the westerly section of Foothill Road.

Santa Cruz Street. The missing segment of Santa Cruz Street adjacent to Fagan Barranca should be completed in order to complete this local street and to provide adequate circulation in this area of the City.

Santa Clara Street. The missing segment of Santa Clara Street between 11th and Oak Streets should be completed in order to complete this local street and to provide adequate circulation in this area of the City.

Roadway Re-Classifications. The following roadway would be reclassified:

Main Street. The City is currently in the process of redesigning Main Street in the downtown area to convert the exiting four-lane roadway between 7th Street and 12th Street to a two-lane section with angled parking. As a result of this street modification, this portion of Main Street will function as a Major Commercial/Industrial collector street rather than a four-lane Arterial street.

Roadway Closures. The following roadways would be closed:

Mill Street and 9th Street. As outlined in the City's Downtown Improvement Project, Mill Street and 9th Street are being considered for closure across the railroad right-of-way between Santa Barbara Street and Railroad Avenue. Removing these street segments would allow the railroad right-of-way to be developed as a continuous linear park between 8th Street and 10th Street.

Mill Street and 9th Street are both classified as Local Streets in the vicinity of the railroad right-of-way. These streets are low-volume north-south streets, which connect the downtown area with the residential areas north of the railroad tracks. South of Main Street, Mill Street carries substantially higher traffic volumes and is an important link between Harvard Boulevard and Main Street.

The proposed street closures would cause through traffic currently using Mill Street and 9th Street north of the downtown area to use 8th Street or 10th Street to cross the railroad tracks. Since the street system in this area of Santa Paula is a grid, these diversions would be accommodated without any significant increase in trip length or travel time. The proposed street closures would not cause any significant change in the levels of service at critical intersections in the vicinity of the closures, which are currently operating at very good levels of service.

Ventura Street. Included in the Downtown Improvement Project is the proposed closure of Ventura Street between Mill Street and 10th Street. Closing this segment of the street would allow Veterans Memorial Park on the north side of the street to be joined with the City Hall site on the south side of the street. Ventura Street is divided into two segments. The easterly segment extends from Harvard Boulevard on the east to 7th Street on the west. The westerly segment extends from 4th Street on the east and Marin Road on the west. The segment of Ventura Street between Harvard Boulevard and 8th Street is classified as a Collector Street and other segments are classified as Local Streets.

Ventura Street carries very low traffic volumes on the one-block segment proposed for closure and on the blocks east and west of 10th Street and Mill Street. Because of the low traffic volumes and the numerous alternate routes, which are available to motorists, the proposed street closure would not significantly affect traffic circulation in the area. The 10th Street/Harvard Boulevard intersection is currently operating at LOS B and the proposed closure and traffic diversion would not significantly change this level of operation. Other intersections in the vicinity of the closure are also operating at very good levels of service and would continue to do so if the closure is implemented.

Intersection Improvements. The following intersection improvements would be required to accommodate buildout under the General Plan. Table CI-7 summarizes the discussion. The technical appendix shows the post-mitigation levels of service for each intersection.

Table CI-7. Required Intersection Improvements

Recommended Improvement	Intersection
Intersection Signalization and/or Geometric Improvements	Briggs Rd/Telegraph Rd Peck Rd/Santa Paula St Peck Rd/Main St-Telegraph Rd- Harvard Blvd Peck Rd/SR 126 EB Ramps Palm Ave/SR 126 EB Ramps 10th St/Harvard Boulevard 10th St/SR 126 EB Ramps Main St/Harvard Blvd - Telegraph Rd Hallock Dr/SR 126 Peck Rd/Foothill Rd
New Intersections	New westbound access from SR 126 (East 1) New access connection to SR 150 (Fagan Cyn) New access connection to Foothill Rd (Adams Cyn)

Briggs Road/Telegraph Road. A signal would be required at this intersection to accommodate volumes generated in the Adams Canyon area. In addition to signalization, the northbound and southbound approaches would require widening to accommodate a left-turn lane. With these controls, the intersection would operate in the LOS B range with General Plan buildout volumes.

Peck Road/Santa Paula Street. Signalization would be required at this intersection to accommodate the buildout volumes. The Peck Road approaches would be widened to four lanes with left-turn channelization as part of the Peck Road corridor improvements. With these improvements, the intersection would operate in the LOS A range with General Plan buildout volumes.

Peck Road/Main Street-Telegraph Road-Harvard Boulevard. The northbound approach should be widened to accommodate a free right-turn lane from Peck Road to Harvard Boulevard. With this improvement, the intersection would operate in the LOS C range with General Plan buildout volumes.

Peck Road/SR 126 East Bound (EB) Ramps. Signalization is required at this intersection. In addition all approaches would require widening. The northbound and eastbound approaches both need dual left-turn lanes while the southbound and westbound approaches will accommodate buildout volumes with channelized right-turn lanes. This widening will require reconstruction of the SR 126 overcrossing structure. With these improvements, the intersection would operate in the LOS A range with General Plan buildout volumes.

Palm Avenue/SR 126 EB Ramps. This intersection would require signalization to maintain LOS B operations with buildout volumes. In addition, the southbound approach would require widening to accommodate a left-turn lane.

10th Street/Harvard Boulevard. In order to accommodate buildout volumes, the northbound, southbound, eastbound and westbound approaches would require widening. The City has planned for the widening of Harvard Boulevard in this area to four lane arterial standards. The modifications to the northbound and southbound approaches would need to be coordinated with modifications to the 10th Street/SR 126 interchange, as discussed below.

10th Street/SR 126 West Bound (WB) Ramps. The existing stop-sign control at this intersection would require signalization, which would need to be coordinated with the closely spaced intersection at 10th Street and Harvard Boulevard. The interchange would require widening including the undercrossing structure. Recommended modifications include widening the southbound approach to provide for a through lane and a right-turn lane and widening the northbound approach to provide two through lanes.

10th Street/SR 126 EB Ramps. This intersection would require signalization, and the interchange would require widening including the undercrossing structure. Recommended modifications include widening the southbound approach to provide a left-turn lane and a through lane and re-striping the eastbound approach to provide a left-turn and a shared left-right-turn lane. This would require two northbound lanes exiting the intersection.

Main Street/Harvard Boulevard - Telegraph Road. A signal would be needed at this intersection. The City has planned for the widening of Harvard Boulevard in this area to four lane arterial standards, which would provide for two through lanes on the eastbound and westbound approaches. The southbound approach will require widening to accommodate a left-turn lane.

Hallock Drive/SR 126. This intersection would require improvements to accommodate volumes generated by buildout of the East 1 and East 2 areas. The improvements include the addition of dual left-turn lanes on the both north and eastbound approaches, a right-turn lane on the southbound approach, and right-turn lanes on SR 126 on both east and westbound approaches.

Peck Road/Foothill Road. In conjunction with the development of the Adams Canyon area, the geometrics at this intersection will be modified to provide a sweeping curve from Peck Road to Foothill Road. This modification will encourage the use of Peck Road as the preferred route for traffic entering and exiting the Adams Canyon area.

Improvements for Expansion Areas. The extension of existing roadways and construction of new roadways will be required to serve the expansion areas identified in the Land Use Element. A discussion of the roadway improvements that would be required for each of the expansion areas is provided below (also see Figure CI-6).

East Area 1. Improvements to the SR 126/Hallock Drive intersection will be required to accommodate future developments in this area. The current Loop Lane will be closed in association with the northerly extension of Hallock Drive. A secondary inbound connection from westbound SR 126 to the site is also recommended to relieve loading at the Hallock Drive intersection. The easterly extension of Santa Paula Street is recommended to provide secondary local access. Improvements to Harvard Boulevard, Main Street, and Telegraph Road will also be required in this area of the City.

East Area 2. As noted above, improvements to the SR 126/Hallock Drive intersection will be required. Secondary access will be provided via the extension of Santa Clara Street to Lemonwood Drive. Improvements to the existing sections of Santa Clara Street, Harvard Boulevard, Main Street, and Telegraph Road will also be required.

West Area 2. The southerly extension of Peck Road will be required to serve this area, as well as construction of a new east-west industrial road from Todd Lane to Santa Maria Street. Completion of the missing section of Faulkner Road between the existing segments east and west of Todd Lane will be required, as well as the extension of Beckwith Road southerly across the Southern Pacific Railroad tracks to Faulkner Road.

Adams Canyon. Primary access for Adams Canyon would be provided via an arterial roadway extending northerly into the canyon from Foothill Road. A secondary access connection to SR 150 is also anticipated. Anticipated improvements on existing streets include widening Foothill Road from Peck Road to the Adams Canyon access road to four lanes and widening Peck Road from SR 126 to Foothill Road to four lanes. The Foothill Road/Peck Road intersection would be modified to include a sweeping curve and the Foothill Road/Adams Canyon intersection may also be designed with a sweeping curve to encourage the use of Peck Road. The Foothill Road/Adams Canyon intersection will require signalization to accommodate the traffic volume expected for that area.

Fagan Canyon. Access to this area would be provided by several connections to existing streets, which taken collectively, would provide access to the various development areas within the canyon. Anticipated connections include Ridge Crest Drive, Lassen Drive, Shasta Drive, Atmore Drive, Cemetery Road, Glade Drive, and 10th Street. Additional access may also be provided by a connection to SR 150 in the Hillside Drive area.

Funding. As outlined in the preceding discussions, buildout of the General Plan will require an extensive list of roadway improvements. The costs of these improvements will likely be greater than the funding currently available to the City for capital improvement projects.

There are several options available to address funding shortfalls in this area. These include local sales tax for transportation, which if approved by the electorate, could provide funding to

the County and cities for transportation infrastructure improvement purposes. This process must be repeated every four years to continue. Other cities have utilized a utilities tax to fund improvements.

An increasing number of local agencies are relying on user fees to help offset funding needs for capital improvements. These fees are based in the degree to which development impacts create the need for infrastructure improvements. In the case of the circulation system, such fees are usually related to the daily or peak hour traffic, which will be added to the street system by the development. These fees are used in combination with other available funds to implement the transportation infrastructure improvements required to support the General Plan.

E. Alternative Transportation Modes

For people who do not own a motor vehicle, are unable to operate a motor vehicle, or simply do not wish to use their motor vehicle, there are several other alternative means of transportation in Santa Paula. The City's transportation system strives to provide a balanced system by providing the following alternatives to the automobile.

Bicycle and Pedestrian, and Trail Facilities. There is a growing understanding of the importance of providing for travel with modes other than motorized vehicles. An important part of any circulation system is the accommodation of facilities for pedestrians and bicyclists. Most cities, including Santa Paula, have long provided sidewalks for pedestrians. But since World War II, sidewalks have declined in size relative to right-of-way areas provided for automobiles and other motorized vehicles. This has been a response and a symbol of our communities' growing reliance on vehicular travel.

Automobile-dominated travel has several detrimental effects that have begun to come to light in recent years. In addition to the more apparent adverse effects on air quality and noise conditions, reliance on cars has caused a perceived decline in the livability of cities.

According to 1990 Census data, residents of Santa Paula rely less on the single occupant vehicle than do Ventura County residents as a whole. In the category of "Method of Travel to Work," 76% of Ventura County residents reported that they drove alone, whereas only 67% of Santa Paulans drove alone. By contrast, 5.5% of Ventura County residents reported that they walked to work, whereas 6.5% of Santa Paulans did so. When analyzing where Santa Paulans work, the Census reveals than 34% of the City's residents work in Santa Paula, the highest location of any destination. This suggests that if the City increased walking and bicycling facilities and implemented other trip reduction policies, the City could expect a higher percentage of work trips in town to be by foot or bicycle.[2]

As a parallel development, there has been a growing movement to use circulation systems for more than simply movement from place to place. Joggers, walkers, and bicyclists increasingly use the street and sidewalk systems as a kind of linear park. Such use suggests that a

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[2] Source: 1990 Census of Population and Housing, Summary Tape File 3A; Southern California Association of Governments; 1990 Census Transportation Planning Package.

circulation system ought to provide access to parks and open space systems within and adjacent to a community. With numerous outdoor hiking, bicycling, and mountain bicycling opportunities within and adjacent to the Santa Paula Planning Area, provision of a non-motorized route connection to these opportunities is desirable.

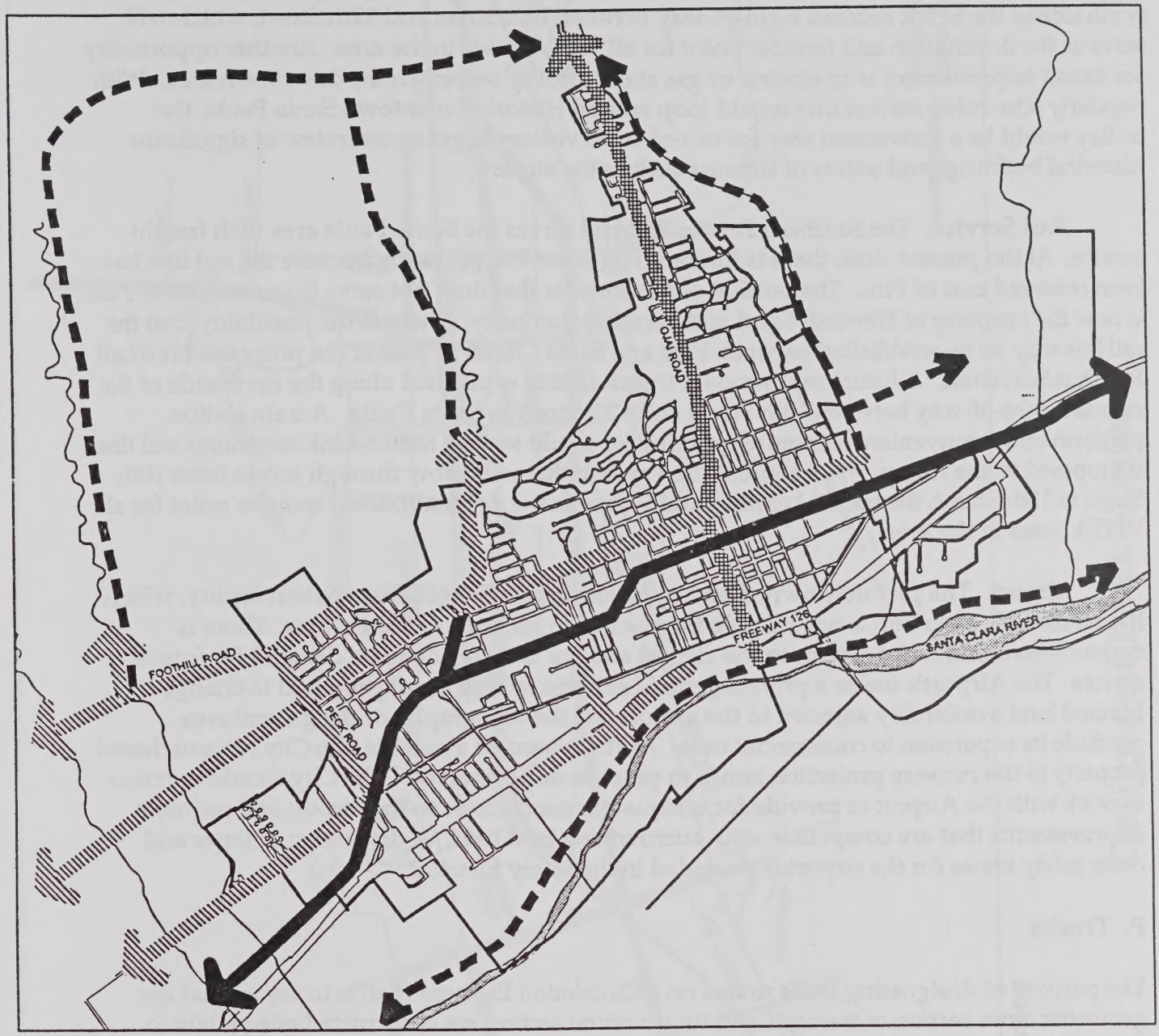
The Ventura County Regional Trails & Pathways Program initiated the preparation of a Non Motorized Transportation Plan in 1993. One of the goals was to link all of the communities in the County via formal multi-purpose trail systems or designated bikeways. It also acknowledged the bicycle and trail plans of each of the County's ten cities. The Board of Supervisors accepted the plan in 1995.

In 1996, The Ventura County Transportation Commission (VCTC) purchased the Southern Pacific Railroad right-of-way from the Montalvo junction to a location east of Piru. The rail segment, known as the Santa Paula Branch line, is currently being used for recreational passenger travel between Santa Paula and Fillmore. It is currently being planned as a multi-modal transportation corridor that envisions to accommodate passenger rail travel as well as pedestrians and bicyclists, however, the addition of freight travel to the line may occur in the future as well. VCTC adopted a Master Plan in December 1996. In 1997, VCTC began an 18-month process to develop a recreational trail plan that is anticipated to be completed in 1998. The effort is being conducted in conjunction with adjacent properties and the cities of Ventura, Santa Paula, and Fillmore. The development of the Santa Paula Branch Line recreational trail through Santa Paula represents a major opportunity to develop a comprehensive non-motorized transportation system in the City. Its central location along an east-west axis forms a spine of non-motorized right-of-way through the City, and becomes a trail link the community to Fillmore and Ventura, as well as points beyond. As such, it will provide an important link to Santa Paula's neighborhoods, the northern canyon areas, and the river. Benefits of such a system will include:

- *Providing increased options for movement for residents by improving opportunities to use alternatives to the automobile;*
- *Improving the livability for Santa Paula's neighborhoods and commerce districts by reducing motor vehicle traffic and associated air pollution and noise impacts;*
- *Expanding the recreational opportunities for residents, visitors, and tourists by providing additional recreation facilities, as well as additional connections between existing facilities.*

This Circulation Element endorses the concept of developing a comprehensive bicycle and pedestrian circulation system in the City. The system is illustrated in Figure CI-7, Bicycle and Trail Plan.

Transit Service. Public transit is an integral part of a well-balanced transportation system. Public transit systems provide cost effective alternatives to automobile fuel cost and to street and highway congestion. The elderly, handicapped, and youth rely heavily on bus transportation and demand responsive public transit programs. Transit is provided in the City by the VISTA dial-a-ride door-to-door service and the VISTA commuter express bus service. This service may require expansion to serve the additional residential and employment centers



Class I Multi-purpose Trail / Bikeway
(Santa Paula Branch Line)

Class II Bikeway

Unsigned State Bicycle Route

Trails

Note: Class I bikeways are separated from the road. Class II bikeways are on-street marked lanes.

Bicycle and Trail Plan

Figure CI-7

planned in the Land Use Element. A future multi-modal transit facility is planned along the north side of the SPRR railroad right-of-way between 10th Street and 12th Street, which will serve as the destination and transfer point for all VISTA buses in the area. Another opportunity for transit improvement is an electric or gas shuttle trolley service in the downtown area. With regularly scheduled service that would loop around Historic Downtown Santa Paula, the trolley would be a convenient way for out-of-town visitors to get an overview of significant historical buildings and points of interest such as the airport.

Rail Service. The Southern Pacific Railroad serves the Santa Paula area with freight service. At the present time, there is limited freight service, primarily because the rail line has been removed east of Piru. The portion of the corridor that does not serve the areas east of Piru is now the property of Newhall Land and Farming Company. There is the possibility that the rail line may be re-established between Piru and Santa Clarita as part of the proposed Newhall Ranch subdivision. A future multi-modal transit facility is planned along the north side of the railroad right-of-way between 10th Street and 12th Street in Santa Paula. A train station platform and a convenient commuter parking lot would serve a Metro-Link commuter rail line if proposed in the future. With a circulation system that will allow through access from 10th Street to 12th Street, the transit facility would serve as the destination and transfer point for all VISTA buses in the area.

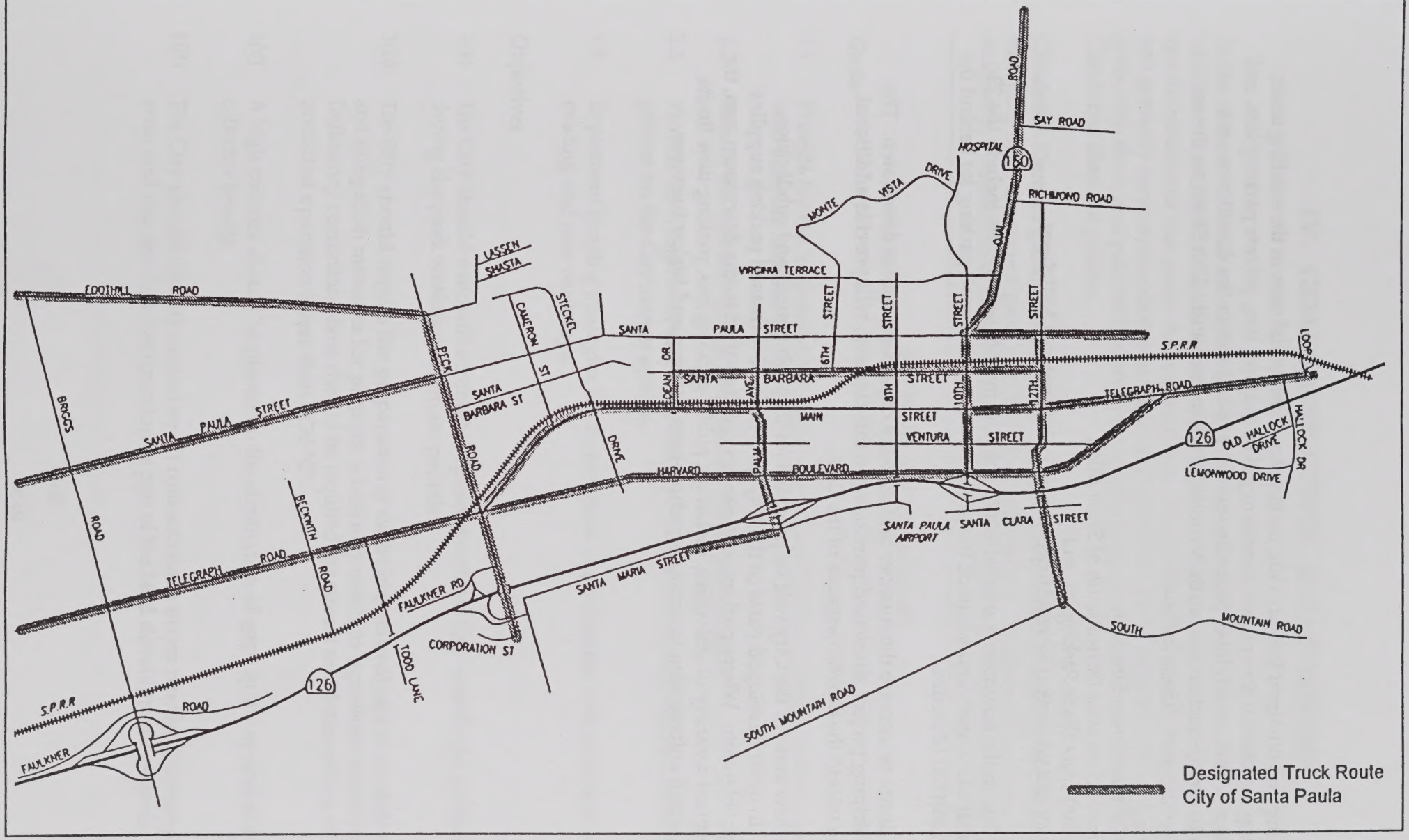
Airport. The privately owned and operated airport is a general aviation facility, which has no control tower and is not suitable for one due to geographic restrictions. There is currently no commercial service to the airport and nor is there adequate demand for future service. The Airport's use as a private general aviation facility is not proposed to change. Limited land availability adjacent to the airport and the topography of the general area preclude its expansion to commercial uses. As it has become available, the City has purchased property in the runway protection zones to promote airport safety. The City should continue to work with the Airport to provide for adequate ground access to the airport and promote improvements that are compatible with surrounding land uses. A discussion of inner and outer safety zones for the airport is provided in the Safety Element.

F. Trucks

The purpose of designating truck routes on a Circulation Element Plan is to assure that the geometric cross section of the road and its structural section are constructed adequately to service heavy and large vehicles. In addition, definition of such routes has an impact on adjacent land uses, especially when truck traffic is frequent. While trucks may utilize any public street for delivery of goods or services, in some cases it may be desirable to post preferred truck routes, or to place weight limits on certain streets to discourage unwanted truck traffic. Figure CI-8 shows designated truck routes within the City.

G. Parking

Parking is an integral part of the automobile transportation system, as it is the terminal storage of vehicles while not in use. The transportation plan must balance between circulation of automobiles and parking, taking into consideration such factors as other types of transportation, location of buildings and land values.



Source: Associated Transportation Engineers

NORTH

Designated Truck Routes

Figure CI-8

On-street parking and off-street lots provide parking for commercial uses in the existing areas of town. Parking facilities in downtown consist of public parking lots, private parking lots, and on-street parking. There are a total of four City-owned parking lots in the downtown area between Santa Barbara Street on the north, Ventura Street on the south, 12th Street on the east and 8th Street on the west. These include:

- *The 77-space Green Street lot,*
- *A small 15-space lot located south of South Alley,*
- *The 100-space South Parking lot, and*
- *The lot located north of North Alley between Davis Street and Mill Street.*

Other parking lots in the downtown area which function as public parking lots include the 22-space and 57-space lots north and south of the public library; and a small parking lot behind the Santa Paula Union Oil Museum.

It is the City's desire to increase the number and usability of parking spaces downtown. The Main Street restriping project, discussed previously in this element, will provide additional angled parking within the downtown area of the City.

Parking in the new areas of the City will be provided for through zoning and subdivision requirements. In older developed parts of the City, provision of increased parking supplies may be more problematic. Where parking deficiencies are identified in the downtown area, the City can implement a variety of strategies, including: public parking lots, parking time limits, parking meters, and enforcement to encourage short-term parking and higher turnover.

IV. GOALS, OBJECTIVES, AND POLICIES

In this element, GOALS are statements that provide direction and state the desired end condition. The OBJECTIVES state a specific step toward goal achievement. POLICIES are specific statements that guide decision-making. They indicate a clear commitment by the City and generally serve as mandatory criteria. IMPLEMENTATION MEASURES support the goals, objectives, and policies by providing specific programs and standards to carry out the Circulation Element policies.

Circulation Element goals, objectives, and policies are grouped under section headings. For each goal, there are several groups of objectives and policies. Implementation measures are outlined in a subsection of this element to support the goals, objectives, and policies.

STREETS and HIGHWAYS

Goals

1.1 Provide for the long-range development of Santa Paula's roadway system consistent with adopted land use patterns.

1.2 Ensure the safe and efficient movement of people and goods.

1.3 Provide for a high level of service and safety and an adequate, efficient circulation pattern on the City's street system.

1.4 Implement funding strategies for construction, improvement, and maintenance of existing and new roadways.

Objectives

1(a) The City should maintain acceptable operations of the City streets and intersections during the peak weekday commute periods.

1(b) The City should require the preparation of traffic impact analyses to identify impacts and mitigation measures for projects, which may result in significant traffic impacts. Deficiency correction plans should be required for streets and intersections where the predicted operation is less than LOS "C".

1(c) A high priority should be placed on the elimination of gaps in the system of arterial and collector streets.

1(d) The City should identify critical street connections to major new land development areas and require their construction as part of the land development projects. The City

should also promote the efficient movement of goods and people within new growth areas and between growth areas and other major destinations in the Santa Paula region.

Policies

1.a.a The City should adopt level of service (LOS) "C" as the minimum acceptable LOS for City streets and intersections (weekday P.M. peak period). (IM 1, 2)

1.b.b Sufficient funding should be obtained to properly maintain, operate, and improve the public street system. (IM 5, 6, 7)

1.c.c The public cost of maintaining and operating the existing street system should be reduced through appropriate cost sharing measures. (IM 5, 6, 7)

1.d.d The City should place a high priority on safety and the identification and elimination of high accident locations. (IM 4)

PUBLIC TRANSPORTATION

Goals

2.1 Safe, convenient, efficient, and accessible transportation should be available to everyone.

2.2 Reliance on single-occupancy motor vehicles should be reduced and utilization of public transit and alternative transportation modes should be increased.

Objectives

Freeway Express and Dial-a-Ride Services

2(a) Policies and procedures should be developed which cause a greater utilization of bus services and result in a reduction of single passenger vehicular traffic.

2(b) Bus shelters and signage should be developed at designated transfer points between the two systems.

2(c) Dial-a-ride service should be extended to new areas of development.

Long-Haul Bus Services

2(d) The City should restore long haul bus services to the area.

Rail Service

2(e) The City should promote greater utilization of the rail corridor located within the City.

2(f) The City should plan for and provide a future site for a commuter passenger service station, and encourage the development of facilities for convenient transfers between different modes of transport, especially to provide connections to the train.

2(g) The City should established noise and landscaping regulations along the railroad corridor.

2(h) Recreational opportunities such as trails and excursions should be provided for along the railroad corridor.

2(i) The City should preserve freight services along the railroad corridor.

2(j) The City should promote recreational opportunities on the rail line through excursions.

Taxi and Carpooling

2(k) The City should ensure that private taxi service is available to the citizens of Santa Paula.

2(l) Future sites for "park and ride" facilities should be provided.

Policies

Freeway Express And Dial-A-Ride Bus Services

2.a.a The City should cooperate with regional agreements relating to bus services as a cost-effective measure. (IM 8, 9)

2.b.b The City should encourage the location of major facilities serving the public and be easily accessible by locating them near bus services. (IM 8)

2.c.c Businesses and major public projects should be designed in such a way as to easily utilize bus transportation services. (IM 8, 9)

Long-Haul Bus Services

2.d.d The City should develop policies and procedures that would relate to cooperation to restore long haul bus services to the area. (IM 10)

Rail Service

2.e.e Cooperative regional agreements should be developed that would promote greater utilization of the rail corridor currently located within the City. (IM 11)

2.f.f The City should plan for and provide for a commuter passenger service station and facilities for convenient transfers between different modes of transport. (IM 11)

2.g.g Regulations should be established relating to noise and landscaping needs along the railroad corridor. (IM 11)

2.h.h The City should work cooperatively with other agencies to preserve freight services along the railroad corridor. (IM 12)

2.i.i Recreational opportunities should be promoted on the rail line through excursions. (IM 22)

Taxi and Carpooling

2.j.j The City should work cooperatively with private taxi services to ensure that this method of transportation is available to the citizens of Santa Paula. (IM 13)

2.k.k The City should pursue land required to development "park and ride" facilities, either through dedications or purchases. (IM 14)

AVIATION

Goals

3.1 The Santa Paula Airport should be preserved and enhanced as a valuable asset of the community.

3.2 Appropriate uses and development should be maintained and allowed at the airport.

3.3 Existing risks from aviation should be reduced.

3.4 Development should be compatible with existing risks from aviation.

3.5 Existing pollution from aviation should be reduced.

Objective

3(a) Development of properties adjoining or near the airport should be compatible with airport operations and the Airports Comprehensive Land Use Plan.

3(b) The mapped clear zones should be purchased as soon as individual parcels and funds become available.

3(c) Runway overruns should be extended when land becomes available.

3(d) Efforts should continue to reduce the potential for pollution from aircraft fueling and maintenance operations.

3(e) Work with airport officials to provide for adequate ground access to the airport.

Policies

3.a.a Properties adjoining or near the airport should be zoned for compatible uses and aviation related business and industry should be encouraged. (IM 15)

3.b.b Uses should be compatible with clear zones. (IM 15, 16)

3.c.c Street system modification should not inhibit the provision for adequate ground access to the airport. (IM 17)

TRANSPORTATION MANAGEMENT CONTROL

Goals

4.1 Traffic congestion and air pollution should be reduced by decreasing the number and length of motor vehicle trips.

4.2 Traffic management should be enhanced on intercity (between cities) and intracity (within the city) streets and highways.

4.3 Development should mitigate undue pollution and/or congestion.

4.4 Adequate parking and access should be provided in commercial areas.

Objectives

4(a) The growth of the number and length of motor vehicle trips should be reduced.

4(b) The number and usability of parking spaces downtown should be increased.

4(c) The downtown circulation pattern should be improved so that existing parking lots are better utilized.

4(d) The City should establish parking requirements, which are flexible enough to allow alternatives for providing adequate parking for projects.

4(e) The City should encourage alternative work arrangements to enhance employment opportunities in the City and reduce the volume of traffic commuting to work.

4(f) Street improvements which reduce traffic congestion and delay should be encouraged.

Policies

4.a.a Transportation Demand Management measures should be encouraged for existing and new developments. (IM 18, 19)

4.b.b Policies should be implemented to increase parking capacity in the downtown area. (IM 20)

4.c.c Street system modification in the downtown area should improve circulation and access to parking lots. (IM 21)

4.d.d New developments should provide parking according to code requirements. (IM 20)

4.e.e Street improvements should be designed to reduce traffic congestion and delay. (IM 21)

NON-MOTORIZED TRANSPORTATION

Goals

5.1 City streets should be designed for safe bicycle, pedestrian, and equestrian use.

5.2 An off-street bicycle and pedestrian corridor should be provided to serve major points of interest in town and beyond.

5.3 Facilities should be provided to accommodate all types of non-motorized transportation with user friendly access.

Objectives

5(a) The City should de-emphasize street bike lanes in favor of a policy that encourages street design for all methods of travel (car, bikes, pedestrians, and equestrian).

5(b) The City should develop a system of trails along Santa Paula Creek to provide travel and recreational opportunities to City residents and visitors.

5(c) The City should develop and build Class II bicycle lane facilities on City streets to accommodate, encourage, and formalize bicycle use within the City.

5(d) Future development should encourage the use of alternative transportation modes for commuting.

Policies

5.a.a The City should continue to develop the depot facility at 10th and Santa Paula Streets as a multi-modal transportation hub. (IM 22, 23)

5.b.b The depot should be accessible by bicycle from districts to the north and south, which are not served by the main multi-modal trail. (IM 22, 23)

5.c.c Adams and Fagan Canyon should be developed with a Class I bicycle path providing access the length of the canyon. (IM 24)

5.d.d The Adams and Fagan Canyon bicycle paths should connect to Santa Paula Canyon, thereby providing a loop opportunity to East Area 1. (IM 24)

5.e.e Sidewalks and pedestrian ways in new development should be carefully designed to remain clear of obstructions, have appropriate grades, and be accessible in order to encourage pedestrian use. (IM 25, 26)

5.f.f The City should design new and retrofit existing street systems to encourage pedestrian activity. For example, crosswalks and pedestrian warning signs should be incorporated in areas of moderate to high pedestrian activity. Target areas include the Harvard Boulevard corridor, the Downtown district, and school zones. (IM 26)

5.g.g New commercial and industrial developments should provide well-designed, convenient pedestrian and bicycle parking facilities. (IM 26)

V. IMPLEMENTATION MEASURES

The follow actions and programs should be carried out by the City to implement the circulation goals, objectives, and policies. Some policies and implementation measures may need to be re-examined and revised during the plan's time frame (2020).

STREETS AND HIGHWAYS

The City of Santa Paula should take the following actions to implement the Streets and Highways goals of the Circulation Plan.

1. The City should adopt level of service (LOS) "C" as the minimum acceptable LOS for City streets and intersections (weekday P.M. peak period).

2. The City should require mitigation measures for projects that are required for streets and intersections where the predicted operation is less than LOS "C".

3. The City should eliminate gaps in the system of arterial and collector streets as funding becomes available.

4. The City should monitor accident data and improve high accident locations.

5. The City should implement a traffic improvement fee program to offset the capital improvement costs required to accommodate new development.

6. The City should consider all possible alternative means of funding capital improvements needed to meet traffic and transportation needs generated by buildout of the General Plan.

7. The City should participate in the County's regional traffic mitigation fee program to address impacts to the County's regional road network.

PUBLIC TRANSPORTATION

The City of Santa Paula should take the following actions to implement the Public Transportation goals of the Circulation Plan.

<u>Freeway Express and Dial-A-Ride Bus Services</u>

8. The City should work with the regional service provided to enhance bus ridership.

9. The City should work the operator to expand dial-a-ride service to new areas of development.

Long-Haul Bus Services

10. The City should investigate opportunities to restore long haul bus services to the area.

Rail Service

11. The City should plan future commuter passenger service station with facilities for convenient transfers between different modes of transport.

12. The City should make efforts to preserve freight services along the railroad corridor.

Taxi and Carpooling

13. The City should work with operators to provide private taxi service to the citizens of Santa Paula.

14. The City should identify sites for future "park and ride" facilities as dictated by community needs.

AVIATION

The City of Santa Paula should take the following actions to implement the Aviation goals of the Circulation Plan.

15. The City should purchased parcels within clear zones as soon as funding is available.

16. The City should work with the airport operators to provide necessary runway overrun areas.

17. The City should provide for adequate ground access to the airport.

TRANSPORTATION MANAGEMENT CONTROL

The City of Santa Paula should take the following actions to implement the Transportation Management Control goals of the Circulation Plan.

18. The City should promote traffic reduction strategies for new and existing developments.

19. The City should enhance employment opportunities in the City to reduce commuting outside of the City.

20. The City should establish zoning parking requirements flexible enough to allow alternatives for providing adequate parking for projects.

21. Street improvements which reduce traffic congestion and delay should be encouraged by the City.

NON-MOTORIZED TRANSPORTATION

The City of Santa Paula should take the following actions to implement the Non-Motorized Transportation goals of the Circulation Plan.

22. The railroad right-of-way should be utilized for a mixed mode corridor including bicycle hiking trails and future rail transit. The City should coordinate and work with the Ventura County Transportation Commission to ensure maximum utility and quality of the facility.

23. The City should encourage the development of non-motorized routes through coordination with the County of Ventura in their Regional Trails and Pathway Master Plan, consistent with the Bicycle and Trial Plan of this element.

24. New development in all expansion areas should be required to develop non-motorized transportation systems, and present these with roadway plans.

25. The City should continue to retrofit existing sidewalks for accessibility by the disabled.

26. Site plans for new commercial and industrial developments should include pedestrian and bicycle facilities. Examples include:

- *formal sidewalks with buffering systems from automobile spaces;*
- *connections to the public sidewalk system;*
- *seating areas; and*
- *bicycle parking facilities.*

VI. INTER-AGENCY COORDINATION

Since both the City and the State administer portions of the circulation system within the City, these agencies must cooperate to ensure that the combined system adequately serves both the residents of the City and those passing through or visiting. In addition, the system interfaces with the Circulation Element of the County of Ventura. Each governmental agency is confronted by funding limitations, which restrain options to resolve identified problems. Coordination and collaboration with the County of Ventura and Caltrans through the Ventura County Transportation Commission will be required to improve freeway accessibility and to resolve circulation problems in the outlying areas adjacent to the City.

VII. IMPROVEMENT FUNDING AND IMPLEMENTATION

Circulation and infrastructure needs are typically granted high priority in municipal capital budgets. Nevertheless, funds are ultimately limited and there is a long list of competing projects with high levels of need and community support. Santa Paula must look to creative financing methods for obtaining needed rights-of-way, intersection improvements and infrastructure development.

Historically, the State and Federal gasoline tax has been the major funding source for street and highway construction. Since the 1960, however, this source has not kept up with inflation, and worse, has been reduced as vehicle gas mileage has improved in the 1980s and early 1990s. Measures such as Proposition 13 and the Gann Initiative have served to limit the ability of government to deal with this funding crisis, and at this time, many agencies are deferring needed new construction and maintenance due to lack of funds. These deferrals are creating a two-fold problem for adequate transportation systems. First, traffic increases are exceeding the ability of government to construct facilities adequate to meet the demand. Second, deferral of needed routine maintenance such as seal coats, etc., will mean increase costs for expensive roadbed reconstruction in the future.

There are several options available to address funding shortfalls in this area. These include local sales tax for transportation, which if approved by the electorate, could provide funding to the County and Cities for transportation infrastructure improvement purposes. This process must be repeated every four years to continue. Other cities have utilized a utilities tax to fund improvements.

An increasing number of local agencies are relying on user fees to help offset funding needs for capital improvements. These fees are based in the degree to which development impacts create the need for infrastructure improvements. In the case of the circulation system, such fees are usually related to the daily or peak hour traffic, which will be added to the street system by the development. While these fees in themselves cannot fund all of the improvements that will be needed by buildout of the General Plan, and that are related to traffic increases brought on by development. As such, user fees are considered as an interim funding measure until the State provides an adequate resolution to transportation funding.

The City should consider all possible alternative means of funding capital improvements needed to meet traffic and transportation needs generated by buildout of the General Plan.

TECHNICAL APPENDIX

Standard Roadway Engineering Design Capacities
Existing Intersection Level of Service
Trip Generation Worksheet

ENGINEERING ROADWAY DESIGN CAPACITIES

TYPE OF ROADWAY	# OF LANES	LOS A		LOS B		LOS C		LOS D		LOS E	
		Low	High	Low	High	Low	High	Low	High	Low	High
Arterial	2 Lanes	8,100	12,000	9,400	14,000	10,800	16,000	12,100	18,000	13,500	20,000
Arterial	4 Lanes	16,100	23,900	18,900	27,900	21,600	31,900	24,300	35,900	27,000	39,900
Major	2 Lanes	6,500	9,600	7,500	11,200	8,600	12,800	9,700	14,400	10,800	16,000
Major	4 Lanes	12,900	19,200	15,100	22,300	17,200	25,500	19,400	28,700	21,600	31,900
Collector	- -	4,600	7,100	5,400	8,200	6,200	9,400	6,900	10,600	7,700	11,800

The roadway capacities listed above are "rule of thumb" figures only. Some factors which affect these capacities are intersections (numbers and configuration), degrees of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.

ASSOCIATED TRANSPORTATION ENGINEERS
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Existing Intersection Levels of Service

Intersection	Control Type	ICU or Delay	LOS
Briggs Rd/Telegraph Rd	1-Way Stop	5.4 Sec	LOS C
Peck Rd/Santa Paula St	4-Way Stop	0.21	LOS A
Peck Rd/Main St-Telegraph Rd	Signal	0.63	LOS B
Faulkner Rd/SR 126 WB Ramps	4-Way Stop	0.18	LOS A
Peck Rd/SR 126 EB Ramps	4-Way Stop	0.37	LOS A
Steckel Rd/Santa Paula St	4-Way Stop	0.38	LOS A
Steckel Rd/Main St	4-Way Stop	0.40	LOS A
Steckel Rd/Harvard Blvd	Signal	0.30	LOS A
Palm Ave/Santa Paula St	4-Way Stop	0.44	LOS A
Palm Ave/Main St	Signal	0.35	LOS A
Palm Ave/Harvard Blvd	Signal	0.45	LOS A
Palm Ave/SR 126 WB Ramps[a]	1-Way Stop	7.6 Sec	LOS B
Palm Ave/SR 126 EB Ramps[a]	1-Way Stop	13.8 Sec	LOS B
10th St/Santa Paula St	Signal	0.55	LOS A
10th St/Main St	Signal	0.47	LOS A
10th St/Harvard Blvd	Signal	0.61	LOS B
10th St/SR 126 WB Ramps[b]	1-Way Stop	5.6 Sec.	LOS B
10th St/SR 126 EB Ramps[a]	1-Way Stop	19.7 Sec	LOS C
12th St/Main St	Signal	0.35	LOS A
12th St/Harvard Blvd	Signal	0.28	LOS A
Main St/Harvard Blvd-Telegraph Rd[a]	1-Way Stop	2.8 Sec	LOS A

[a] ICU not applicable. Level of service based on average delay per vehicle.
[b] Level of service based on operation of 10th St/Harvard Blvd intersection due to close proximity.

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

Land Use	Size	Multi-Trip Factor	ADT Rate	ADT Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. Trips	P.M. Out %	P.M. Trips
WEST 2										
1. R&D	3,049,200	1.00	4.240	12,929	0.590	1,799	0%	0	0%	0
2. IND	1,089,000	1.00	4.240	4,617	0.590	643	0%	0	0%	0
Totals:				17,546		2,442		0		0
EAST 1										
1. SFR	825	0.85	9.550	6,697	1.010	708	0%	0	0%	0
2. CONDO	100	0.85	5.860	498	0.550	47	0%	0	0%	0
3. APT	75	0.85	6.870	438	0.630	40	0%	0	0%	0
4. SCHOOL (ACRES)	10	0.15	60.000	90	3.000	5	0%	0	0%	0
5. PARK (ACRES)	25	0.15	5.000	19	0.400	2	0%	0	0%	0
6. GOLF COURSE (HOLES)	18	0.85	37.590	575	3.360	51	0%	0	0%	0
Totals:				8,317		853		0		0
EAST 2										
1. AUTO SALES (ACRES)	50	1.00	300.000	15,000	24.000	1,200	0%	0	0%	0
2. BIG BOX	544,500	1.00	37.430	20,381	3.550	1,933	0%	0	0%	0
3. R&D	1,753,290	1.00	4.240	7,434	0.590	1,034	0%	0	0%	0
4. IND	653,400	1.00	4.240	2,770	0.590	386	0%	0	0%	0
Totals:				45,585		4,553		0		0
ADAMS CYN										
1. SFR	2,200	0.85	9.550	17,859	1.010	1,889	0%	0	0%	0
2. CONDO	200	0.85	5.860	996	0.550	94	0%	0	0%	0
3. APT	100	0.85	6.870	584	0.630	54	0%	0	0%	0
4. NC COMM	158,460	0.15	40.670	967	3.660	87	0%	0	0%	0
5. SCHOOL (ACRES)	25	0.15	60.000	225	3.000	11	0%	0	0%	0
6. PARK (ACRES)	65	0.15	5.000	49	0.400	4	0%	0	0%	0
7. HOTEL	200	1.00	8.700	1,740	0.760	152	0%	0	0%	0
8. GOLF COURSES (HOLES)	36	0.85	37.590	1,150	3.360	103	0%	0	0%	0
Totals:				23,570		2,393		0		0
FAGAN CYN										
1. SFR	500	0.90	9.550	4,298	1.010	455	0%	0	0%	0
2. NC COMM	76,230	0.15	40.670	465	3.660	42	0%	0	0%	0
3. PARK (ACRES)	50	0.15	5.000	38	0.400	3	0%	0	0%	0
Totals:				4,801		499		0		0
SOUTH										
1. REC	0	1.00	0.000	0	0.000	0	0%	0	0%	0
GRAND TOTAL				99,819		10,739		0		0

City of Santa Paula General Plan

CONSERVATION AND OPEN SPACE ELEMENT

Adopted

April 18, 1988

Resolution #5253

City of Santa Paula
HOMETOWN U. S. A.

City of Santa Paula General Plan

CONSERVATION AND OPEN SPACE ELEMENT

F I N A L

April 13, 1998

Resolution #5263

City of Santa Paula General Plan
Conservation and Open Space Element

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A. Cultural and Historical Resources
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I. PURPOSE AND AUTHORITY

This element of the Santa Paula General Plan addresses conservation and open space issues as required by California state law. Government Code Section 65302(d), requires that a Conservation Element be prepared as part of a city's General Plan, as follows:

> *"..for the conservation, development and utilization of natural resources, including water and its hydraulic force, forest, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."*

The Conservation Element may also address:

> *"(1) the reclamation of land and waters; (2) prevention and control of the pollution of streams and other waters; (3) regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan; (4) prevention, control and correction of the erosion of soils, beaches and shores; (5) protection of watersheds; (6) the location, quantity and quality of the rock, sand and gravel resources; and (7) flood control."*

California State law defines open space land as:

> *"Any parcel or area of land or water which is essentially unimproved and devoted to an open space use..."*

Section 65560 of the California Government Code describes the requirements for the Open Space Element as follows:

> *(1) for the preservation of natural resources, including but not limited to, areas required for the preservation of plant and animal life...; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; coastal beaches, lakeshores, banks of rivers, and streams and watershed lands;*
>
> *(2) open space used of the managed production of resources, including but not limited to forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food and fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply;*
>
> *(3) open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors;*
>
> *(4) open space for public health and safety, including areas which require special management or regulation because of hazardous or special conditions such as earth quake zones, unstable soil areas, flood plains, water sheds, areas presenting high fire risks, areas required for the protection of*

water quality and water reservoirs, and areas required for the protection and enhancement of air quality.

The Santa Paula General Plan Conservation and Open Space Element contains descriptive information related to natural resources and open space that is relevant and of concern to Santa Paula. Specific goals, policy statements, and implementation measures that carry out the goals are also presented. Conservation, open space, and parks/recreation issues are closely related and can be combined into one document to establish a comprehensive policy and action plan. Since topics covered in the conservation element can overlap those of an open space element, the discussions and policies can be linked.

The purpose of the Conservation and Open Space Element is to maintain the overall quality of life for Santa Paula residents through the management and protection of natural resources and open space lands. The goals, objectives, policies, and implementation measures in this element provide guidelines and mandates for community actions.

The discussions and policies in this document address both City lands and those lands that are in the City's planning area and outside the City boundaries but have an important relationship to the City. Many of the discussions refer to the planning area, which is the same as the Area of Interest. The updated 1998 Sphere of Influence includes the incorporated City lands as well as the expansion areas called for in the Land Use Element, which include the following: Adams Canyon, Fagan Canyon, East Area 1, East Area 2, West Area 2, and South Mountain. These expansion areas are depicted in Figure LU-5.

II. EXISTING CONDITIONS AND ISSUES

This Conservation and Open Space Element identifies and plans for the open space and natural resources that are available in the Santa Paula planning area and it addresses the legal mandates and requirements in planning for natural resources. These resources include:

- *Open Space*
- *Agricultural and Soil Resources*
- *Air Quality*
- *Biological Resources*
- *Cultural and Historical Resources*
- *Energy Conservation*
- *Mineral Resources*
- *Water Resources - Watershed/Rivers, Water Supply, Flood Plains*
- *Scenic Resources*
- *Parks and Recreation*

The City can adopt policies relevant to these resources in its General Plan. These policies will plan for preserving and adding additional conservation and open space opportunities. Policies are presented to protect natural resources and to utilize the renewable resources, such as water and air, in ways that do not deplete or degrade them. Nonrenewable resources, such as oil, agricultural soils, and gravel, will be managed in a way that is not wasteful and leaves the earth unscarred. These policies are established to coordinate with other agencies, particularly the County.

The following discussions outline the existing natural resources in the Santa Paula planning area, as well as the conservation, open space, and recreation conditions and issues.

A. Open Space

As defined in this element, open space land is any parcel of land that is undeveloped for urban uses. Within the City, open space can be found in parks, along river and creek floodways, on steep hillside slopes, in public gathering spaces, and on agricultural parcels. According to California law, the General Plan must address open space for the following uses:

- *Open space for the preservation of natural resources, such as watersheds, habitat, and archaeological sites.*
- *Open space for the managed production of resources, such as agricultural lands and mineral resources.*
- *Open space for outdoor recreation and trails including active uses, passive uses and trails.*
- *Open space for public health and safety including fuel breaks, flood ways, and steep slopes.*
- *Open space for aesthetics and urban form including areas of outstanding scenic value, buffers and separations, and scenic roadways.*

This element is directed toward improving the character and quality of the City's existing open spaces and adding to its future inventory. The focus is on reinforcing the social, environmental,

safety, and recreational role of open space within the City. The preservation of open space is also an important consideration as lands develop within the City's identified expansion areas. Provisions for future open space areas are mandated for future development outside the current City boundaries.

Because a variety of open space functions overlap, a particular open space area may serve several purposes. An example is the Santa Clara River floodway that provides biological habitat, a major scenic resource, an area for maintenance of mineral resources, and a flood hazard area.

The purposes and relevance of open space areas also overlap with many issues covered in other elements of the Santa Paula General Plan. The Land Use Element designates certain open space lands in the City and provides policies for the preservation and enhancement of these lands. The Safety Element contains discussions relevant to the open space issues in the hazards associated with geology and fire. This Conservation and Open Space Element contains discussions of biological resources, water resources, agricultural resources, mineral resources, scenic resources, and parks/recreational resources. This section of the element will provide an inventory of important open space resources in the planning area while detailed discussion of each specific resources are covered in subsequent sections. Policies for the protection and enchantment of open space are provided at the end of this document.

There are several assumptions that underlie the City's goals for open space:

- *Open space is a necessary complement to urban land uses and contributes to a desirable urban form.*
- *Open space is a method of conserving and protecting resources.*
- *Open space is a method of managing hazardous conditions.*
- *Open space can mean lands that will remain uncommitted to future land uses and development.*

Table CO-1 summarizes the open space resources within the planning area and categorizes their function. Most open space areas are listed as a resource in more than one category.

The City's General Plan Land Use Map establishes an "Open Space" land use designation. Lands currently designated for open space include: parks, creeks, barrancas and river floodways. The plan also applies the designation to mineral resource production areas and other areas where hazards are present.

B. Agricultural and Soil Resources

Agriculture has historically been important to the economy of Santa Paula and this importance continues today. As the area urbanizes, commercial agriculture is very slowly being replaced by other land uses. The presence of prime agricultural soils in the planning area is a natural resource that must be conserved to provide opportunities for ongoing and expanded agricultural operations.

Table CO-1. Santa Paula Area Open Space Resources

Resource Type	Natural Resource Preservation	Managed Resources	Health and Safety	Aesthetics and Urban Form
Santa Clara River	X	X	X	X
Santa Paula Creek	X	X	X	X
Adams Barranca	X		X	X
Fagan Barranca	X		X	X
Agricultural Lands	X	X		X
Fuel Breaks; Utility Easements; Mineral Production Zones; Fault Setbacks			X	
Santa Paula Airport			X	X
Parks and Plazas				X
Public School Grounds				X
Scenic Highways and Drives				X
Cemetery			X	X
Historic Districts	X			X
Mountains to the South	X		X	X
Mountains to the North	X			X
Hillsides to the East	X			X
Hillsides with Slopes over 30%	X		X	X

Future land use decisions which affect agricultural operations and prime soils must recognize the irreplaceable nature of these resources. The value of these resources are to be given equal weight to other factors being considered in the decision making process. Goals, policies, and implementing measures for protection of agricultural and soil resources are provided at the end of this element. The following text describes the context of the City's agriculture and soil resources.

Agriculture. In terms of productivity per acre, Ventura County is one of the leading agricultural areas in the nation. The combination of fertile soil and mild climate allow high value crops to be planted year round. Lemons, strawberries, and celery were the three leading

crops grown in the county in 1992, with a combined value of nearly $350 million dollars. In all, gross revenue sales of agriculture in the county was approximately $725 million. This was somewhat lower than in previous years, due to late season rains which damaged the strawberry crop. While strawberries and celery are not significant crops in the Santa Paula area, lemons are one of the staples of the local economy.

In Ventura County, the U.S. Soil Conservation Service Important Farmlands Inventory (IFI) system is used to inventory lands considered to have agricultural value. This system classifies land based upon the productive capabilities of the land, rather than the mere presence of ideal soil conditions. Land is divided into several categories of diminishing agricultural importance. Figure CO-1 shows the distribution of Important Farmlands within the Area of Interest, based on 1996 IFI maps currently used by Ventura County.

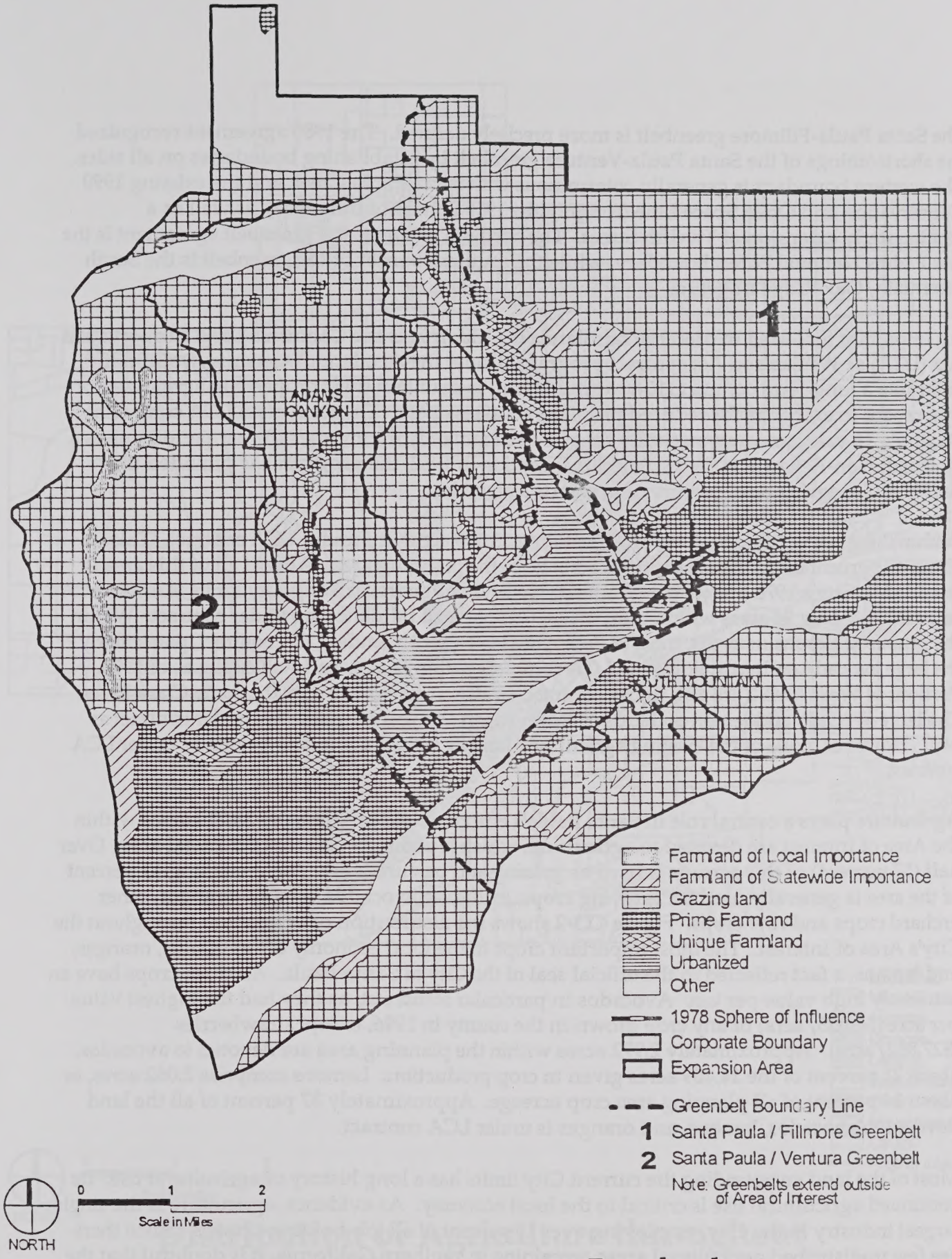
The areas considered to have the highest agricultural potential are classified as Prime or of Statewide Importance. **Prime** farmland includes areas with irrigated soils (Class I and II) at least 40 inches deep, a water holding capacity of at least 4 inches, and with the capability of producing sustainable high yield crops. Farmland of **Statewide Importance** is land other than Prime that have a good combination of physical and chemical characteristics, but without minimum soil depth and water holding capacity requirements. About 18% of the City's Area of Interest (8,727 acres) are classified as Prime or of Statewide Importance.

Other productive farmlands are classified as Unique, or of Local Importance. **Unique** farmland is land other than prime or statewide importance that supports high value food and fiber crops. Farmland of **Local Importance** includes dry farming and other non-irrigated lands.

Lands that have lesser agricultural potential are classified as "Grazing", "Urban" or "Other." The latter classification includes areas that are generally unsuitable for agriculture because of geographic or regulatory constraints.

Nine of Ventura County's ten cities, the Local Agency Formation Commission (LAFCO), and the County have adopted greenbelt agreements between jurisdictions to further the objectives of the County's Guidelines for Orderly Development by preserving agriculture and open space between urban areas. The underlying purpose of a greenbelt is to establish a mutual agreement between cities regarding the limit of urban growth for each city. Annexation is discouraged within greenbelt. Any change to those boundaries would require mutual consent between the cities and LAFCO.

Santa Paula has a greenbelt agreement with the neighboring Santa Clara River Valley cities of Ventura and Fillmore. Figure CO-1 illustrates the boundaries of the two greenbelt areas within the Area of Interest. The Santa Paula-Ventura Greenbelt, the first greenbelt in Ventura County, was adopted in 1967 to maintain the land generally between the Franklin Barranca and Adams Barranca in agricultural production. However, no northern or southern boundaries were established under this agreement.



Greenbelts and Important Farmlands within the Santa Paula Area of Interest

Figure CO-1

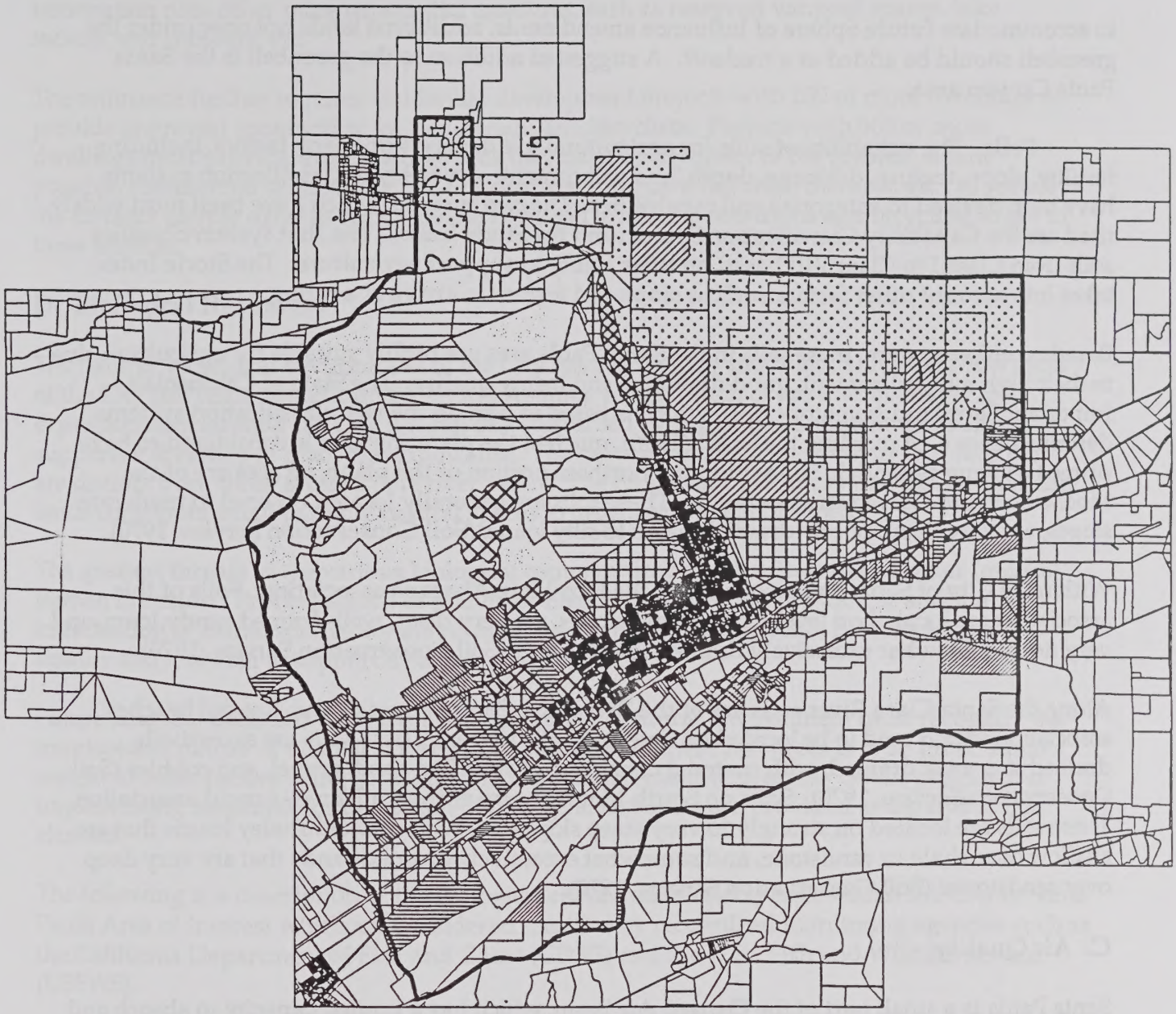
The Santa Paula-Fillmore greenbelt is more precisely defined. The 1980 agreement recognized the shortcomings of the Santa Paula-Ventura greenbelt by establishing boundaries on all sides. The western boundary is generally coterminous with Santa Paula Creek and the existing 1990 Conservation and Open Space Line (roughly the 1978 Sphere of Influence), as well as a southeasterly extension of Twelfth Street. The northern extent of the greenbelt agreement is the Los Padres National Forest boundary, while the southern border of the greenbelt is the South Mountain/Oak Ridge ridgeline.

An important tool used to preserve farmlands in California is the California Land Conservation Act (LCA) or Williamson Act contract program. Under the Act, landowners may voluntarily enter into a long-term contract (10-year minimum) to maintain their property in agriculture or open space in exchange for reduced property tax assessment. The term of an LCA contract is generally 10 years and automatically renews itself annually for another 10 year period unless a Notice of Non-Renewal is filed. Since its inception in 1962, the program has provided the backbone for agricultural preservation efforts statewide.

Within the Area of Interest, 196 parcels totaling 13,570 acres are under LCA contract. This is about 40 percent of all the agricultural acreage in the planning area. Almost all of this area is outside the City's 1978 Sphere of Influence. No land within the existing City limits is under LCA contract, and only 94 acres within the City's 1978 Sphere of Influence are under contract. Within the proposed expansion areas, most of East Area 1 is currently under LCA contract, particularly the large avocado orchards; however, LCA contracts within East Area 1 will expire as of 1998. Portions of West Area 2 are also under contract, mostly citrus groves near the Santa Clara River. The large avocado and lemon orchards in lower Fagan Canyon are currently under contract as well. However, none of the existing agricultural land in Adams Canyon is presently under LCA contract.

Agriculture plays a central role in Santa Paula's economy. Approximately 33,719 acres within the Area of Interest are devoted to agriculture, which is about 78 percent of the total area. Over half (57 percent) of this acreage is used as grazing and pasture land. The remaining 43 percent of the area is generally used for growing crops, including avocados, lemons, oranges, other orchard crops and row crops. Figure CO-2 shows the distribution of agriculture throughout the City's Area of Interest. The most important crops to the local economy are avocados, oranges, and lemons, a fact reflected in the official seal of the City of Santa Paula. All three crops have an extremely high value per ton. Avocados in particular stand out, as they had the highest value per acre ($4,053/acre) of any crop grown in the county in 1996, except strawberries ($27,852/acre). Approximately 2,972 acres within the planning area are devoted to avocados, about 21 percent of the 14,409 acres given to crop production. Lemons comprise 2,062 acres, or about 14 percent of all planning area crop acreage. Approximately 37 percent of all the land devoted to avocados, lemons, and oranges is under LCA contract.

Most of the land surrounding the current City limits has a long history of agricultural use. Its continued agricultural use is critical to the local economy. As evidence, agriculture is the single largest industry in the City, employing over 15 percent of all job-holding citizens. Since there are few undisturbed agricultural areas remaining in southern California, it is doubtful that the Santa Clara River Valley's agricultural productivity could be replaced elsewhere if it were developed with urban uses. If the existing greenbelt agreement with Fillmore is to be redefined



Distribution of Agriculture throughout the City's Area of Interest

Figure CO-2

to accommodate future Sphere of Influence amendments, additional lands not now under the greenbelt should be added as a tradeoff. A suggested addition to the greenbelt is the Santa Paula Canyon area.

Soils. The suitability of soils for agricultural use depends on many factors, including fertility, slope, texture, drainage, depth, and salt content. A variety of classification systems have been devised to categorize soil capabilities. The two systems which have been most widely used are the Capability Classification System and the Storie Index. The first system classifies soils from Class I to Class VIII based on their ability to support agriculture. The Storie Index takes into account other factors such as slope and texture to arrive at a rating.

Based on either system, most soils in the Santa Paula area are highly suitable for agriculture, due to their high mineral content, good drainage, and loamy quality. The State of California's Important Farmland Inventory (IFI), which is based in part on the two classification systems described above. According to the IFI (1996), much of the planning area is considered to have prime farmland potential. Soil within the northern portion of the planning area are of the Mocho-Sorrento-Garretson association. These soils are generally located on level to moderate slopes, are very deep, poorly drained loams to silty loams (Soil Conservation Service, 1970).

Within the City of Santa Paula soils are of the Pico-Metz-Anacapa association. Soils of this association are located on level to moderate slopes, are very deep, well-drained sandy loam, and very deep, somewhat excessively drained loamy sands (Soil Conservation Service, 1970).

Along the Santa Clara River soils are of the Riverwash-Sandy alluvial land-Coastal beaches association which tend to be located on level to gentle slopes. These soils are excessively drained to poorly drained, with material consisting of stratified sand, gravel, and cobbles (Soil Conservation Service, 1970). Soils on South Mountain are of the Calleguas-Arnold association. These soils are located on strongly to very steep slopes, are well-drained shaley loams that are shallow over shale or sandstone, and somewhat excessively drained sands that are very deep over sandstones (Soil Conservation Service, 1970).

C. Air Quality

Santa Paula is a small part of the Oxnard Air Basin, which has a limited capacity to absorb and eliminate air contamination. When this capacity is exceeded, air quality deteriorates.

The air quality in Ventura County has improved appreciably since controls were established and enforced over the past 10-12 years. Although easy cleanup measures have been employed to meet the federal and state standards, measures have not been implemented that would affect more people and necessitate lifestyle changes.

The City of Santa Paula has adopted an ordinance to control pollution by transportation control measures that save vehicle miles driven through alternative modes of transportation which will aide in reducing pollution. This ordinance requires employers of 40 or more people to provide information on alternative transportation to work instead of the single occupant vehicle used by most people. An employer of 50-100 workers will have to provide the aforementioned

information plus other more substantial measures, such as reserved vanpool spaces, bike lockers, and showers, etc.

The ordinance further requires residential development projects with 100 or more dwellings to provide improved accessibility for pedestrians and bicyclists. Projects with 500 or more dwellings must provide these features plus they must incorporate, to the greatest extent possible, commercial services such as dry cleaners, child care facilities, markets, etc., to reduce the distance people drive to obtain the services and to allow pedestrians and bicyclists to get to these services.

D. Biological Resources

The natural biological environment of the City has been highly modified, although some parts of the City still retain significant biological resource value. Much of the area available for expansion surrounding the City has not been disturbed by urban development and still supports a diversity of plant and animal life. The canyons and hillsides provide habitats that are distinct from those found in the river valley. The creeks and barrancas that traverse the City lands contribute small partially natural spaces to urbanized neighborhoods.

The greatest threats to the various biological communities are urbanization and other forms of human intrusion. Problems such as pollution, night lighting, noise, fire danger and the introduction of exotic species are the result of urban development. Also, habitats become smaller and less able to support a balanced ecosystem.

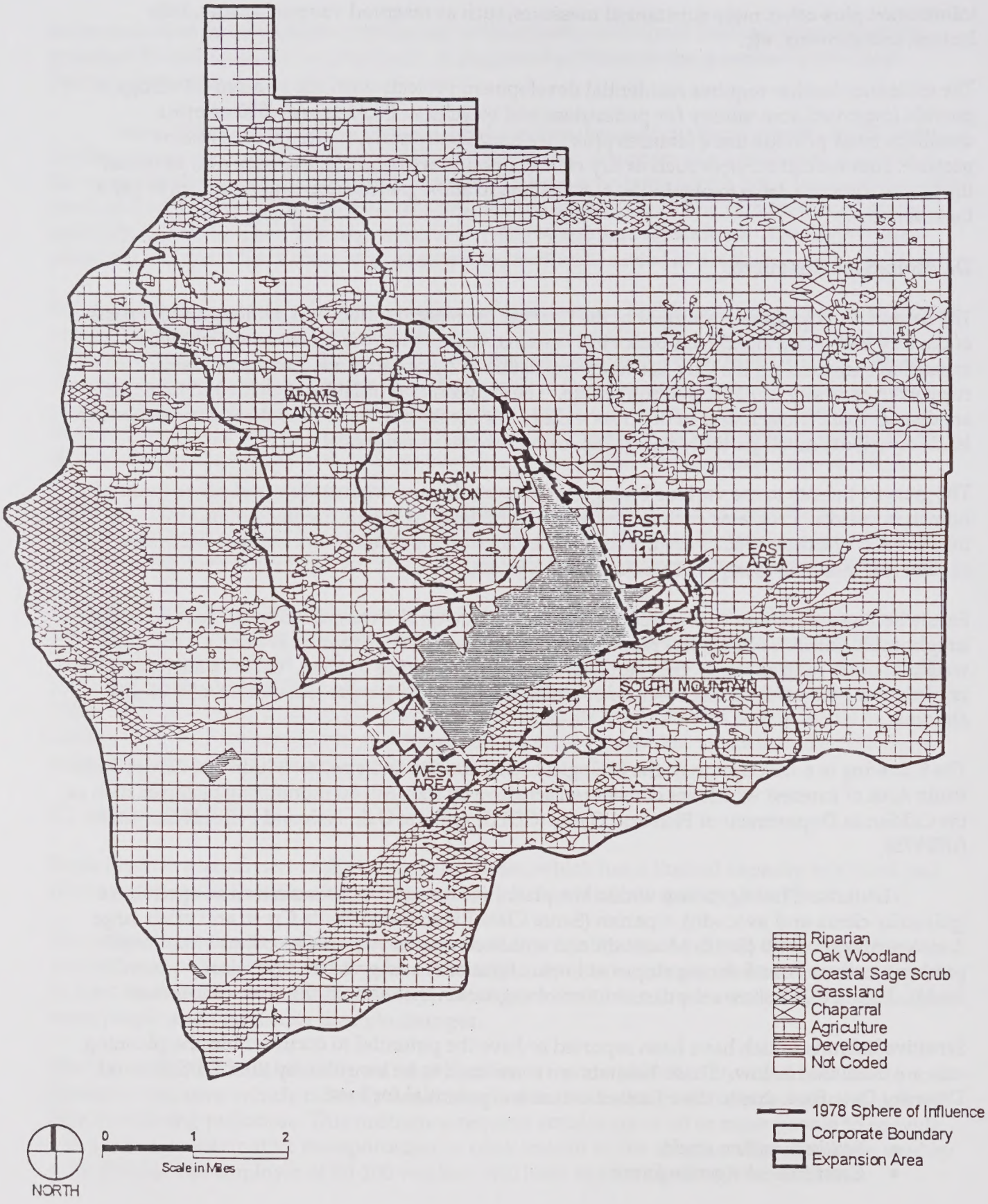
Future land use decisions that affect the community's natural environment must recognize the irreplaceable nature of biological resources. The value of these resources is to be given equal weight to other factors being considered in the decision-making process. Goals, policies and implementing measures for protection of biological resources are provided at the end of this element.

The following is a description of the biological communities and species within the City of Santa Paula Area of Interest which are considered sensitive by recognized monitoring agencies such as the California Department of Fish and Game (CDFG) and the U.S. Fish and Wildlife Service (USFWS).

Habitats. The vegetation within the planning area can be characterized as agriculture (primarily citrus and avocado), riparian (Santa Clara River, Santa Paula Creek and other large drainages), sage scrub (South Mountain and within canyon areas), oak woodland (scattered patches mostly on north-facing slopes at lower elevations) and grassland (primarily grazed lands). Figure CO-3 shows the distribution of vegetation throughout the Area of Interest.

Sensitive habitats which have been reported or have the potential to occur within the planning area are discussed below. These habitats are considered to be sensitive by the CDFG Natural Diversity Data Base due to their limited extent and potential for loss:

- *Southern willow scrub;*
- *Coast live oak riparian forest;*



Vegetation Types

Figure CO-3

- *Cottonwood-willow riparian forest; and*
- *Southern walnut woodland.*

Southern willow scrub occurs within most intermittent streams and larger drainages such as Santa Paula Creek and the Santa Clara River in locations which are frequently scoured by flood flows. Coast live oak riparian forest occurs in patches along drainages with deep soils and dependable groundwater. Cottonwood-willow riparian forest occurs within Santa Paula Creek and the Santa Clara River (and possibly other larger drainages) in areas of dependable groundwater and less frequent flood scouring. Southern walnut woodland is limited in the planning area to the north-facing slopes along State Route 150 (SR 150) near Sulfur Springs.

Wildlife. The following summary information is intended to indicate the generalized habitat preferences of sensitive species that are likely to occur in the Santa Paula vicinity, where suitable habitat is present. The potential for a species occurrence in the project area was based on discussions with knowledgeable biologists and the *California's Wildlife* series published by the CDFG as part of the California Statewide Wildlife Habitat Relationships System. Specific, focused surveys for sensitive species would be required to verify the presence or absence of these species.

Table CO-2. Sensitive Wildlife Species Potentially Occurring in the Santa Paula Vicinity

Common Name	Scientific Name	State Status	Federal Status
Southern steelhead	*Oncorhynchus mykiss gairdneri*	CSC	FE
Santa Ana sucker ▪	*Catostomus santaanae*	CSC	None
Arroyo chub ▪	*Gila orcutti*	CSC	None
Western spadefoot toad	*Scaphiopus hammondi*	CSC	None
Arroyo southwestern toad	*Bufo microscaphus californicus*		FE
Southwestern pond turtle	*Clemmys marmorata marmorata*	CSC	None
California red-legged frog	*Rana aurora draytonii*	CSC	FT
Coast horned lizard	*Phrynosoma coronatum frontale and P. c. blainvillei*	CSC	None
Coastal western whiptail	*Cnemidophorus tigris multiscutatus*	CSC	None
Silvery legless lizard	*Aniella pulchra pulchra*	CSC	None
Coastal patch-nosed snake	*Salvadora hexalepis virgultea*	CSC	None
Two-striped garter snake	*Thamnophis hammondii*	CSC	None
California condor	*Gymnogyps californianus*	SE	FE
Western least bittern	*Ixobrychus exilis hesperis*	CSC	None
White-faced ibis	*Plegadis chihi*	CSC	None
Cooper's hawk	*Accipiter cooperi*	SE	FE
Sharp-shinned hawk	*Accipiter striatus*	CSC	None
Golden eagle	*Aquila chrysaetos*	CSC	None
Bald eagle	*Haliaeetus leucocephalus*	SE	FE
Osprey	*Pandion haliaetus*	CSC	None
Ferruginous hawk	*Buteo regalis*	CSC	None
Swainson's hawk	*Buteo swainsoni*	ST	None
Northern harrier	*Circus cyaneus*	CSC	None

Common Name	Scientific Name	State Status	Federal Status
White-tailed kite	*Elanus caeruleus*	CSC	None
Merlin	*Falco columbarius*	CSC	None
Prairie falcon	*Falco mexicanus*	CSC	None
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	ST	None
Long-eared owl	*Asio otus*	CSC	None
Burrowing owl	*Speotyto cunicularia*	CSC	None
Southwestern willow flycatcher	*Empidonax traillii extimus*	SE	FE
Vaux's swift	*Chaetura vauxi*	CSC	None
California horned lark	*Eremophila alpestris actia*	CSC	None
Bank swallow	*Riparia riparia*	ST	None
California coastal gnatcatcher	*Polioptila californica californica*		FT
Loggerhead shrike	*Lanius ludovicianus*	CSC	
Least Bell's vireo	*Vireo bellii pusillus*	SE	FE
Tricolored blackbird	*Agelaius tricolor*	CSC	None
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	CSC	None
Bell's sage sparrow	*Amphispiza bellii bellii*	CSC	None
Yellow warbler	*Dendroica petechia brewsteri*	CSC	None
Yellow-breasted chat	*Icteria virens*	CSC	None
Pallid bat	*Antrozous pallidus*	CSC	None
California mastiff bat	*Eumops perotis californicus*	CSC	None
Pale big-eared bat	*Plecotus townsendii pallescens*	CSC	None
San Diego black-tailed jackrabbit	*Lepus californicus bennetti*	CSC	None
San Diego desert woodrat	*Neotoma lepida intermedia*	CSC	None
American badger	*Taxidea taxus*	*	None
Mountain lion	*Felis concolor*	*	None

a Introduced to Santa Clara River drainage.
CSC = California Species of Special Concern
** = Taxa that are biologically rare, very restricted in distribution, declining throughout their range.*
SE = State Endangered, ST= State Threatened
FE = Federally Endangered, FT = Federally Threatened
Source: California Department of Fish and Game, August 1994; April 1997; Reed Smith, Ventura Audubon Society, personal communication, September 17, 1997.

Southern steelhead, a federally endangered species, are known to migrate up the Santa Clara River to spawn in Sespe Creek, north of the planning area. Santa Paula Creek historically supported a run of southern steelhead, but the channelization of lower Santa Paula Creek and loss of the fish ladder at the Santa Paula diversion site has resulted in the loss of this run. However, about 10 miles of good spawning and rearing habitat is reported to still exist upstream of the diversion dam that could potentially still be used (McEwan and Jackson, February 1996).

Other sensitive fishes found in the Santa Clara River include the arroyo chub, which is present throughout the Santa Clara River system, and the Santa Ana sucker, which is limited to the

portion of the River upstream of Santa Paula. Both of these species are considered to have been introduced to the Santa Clara River system.

Several sensitive amphibian species have the potential to occur in the Santa Paula area including the western spadefoot toad, arroyo southwestern toad (a federally endangered species), and the California red-legged frog. The California red-legged frog was recently listed as threatened by the US Fish and Wildlife Service due to loss of habitat and the introduction of competitors and predators. Suitable red-legged frog habitat is generally limited to those portions of the Santa Clara River and Santa Paula Creek with dense, shrubby or emergent riparian vegetation closely associated with deep still or slow-moving water. Adult frogs become inactive during the summer (estivate) when stream flows halt or the creeks dry up. Estivation habitat includes any landscape feature that provides cover and moisture during the dry season within 300 feet of the riparian habitat, including natural riparian corridors, boulders, rocks, downed trees, thick leaf litter, and agricultural features, such as drains, watering troughs, and spring boxes.

The southwestern pond turtle is an aquatic reptile that is expected to occur in vegetated, shallow pools within the Santa Clara River and possibly Santa Paula Creek. Other sensitive reptiles include the coast horned lizard, which may be found in open areas with sandy, loose soil and abundant ant prey. Horned lizards are typically found most commonly along drainages and washes. The silvery legless lizard is generally found in areas with loose organic soils or sand, especially where there is abundant leaf litter, such as under oak trees (Zeiner et. al. 1988).

Many birds-of-prey (raptors) have experienced population declines because of the loss of suitable nesting habitat (large trees) that are undisturbed by human activity. Because of the loss of such habitat and notable decreases in population levels, many hawks are listed as sensitive species by the California Department of Fish and Game. The sharp-shinned hawk and northern harrier may forage within the planning area during the winter and during migration, but are not known to nest in Ventura County.

The loggerhead shrike is a small, predatory bird that prefers open habitats with scattered shrubs, trees and fences for use as perches (Zeiner et. al. 1990a). This species primarily feeds on large insects generally found in grasslands such as grasshoppers. Loss of grasslands and natural perches have resulted in the concentration of loggerhead shrikes along fencelines. Sixteen of 27 pairs of loggerhead shrikes banded, nested within 10 meters of a fenceline (Yosef 1994). This species is expected to be found in the planning area in grasslands and open scrub in the vicinity of fencelines.

The loss of riparian habitats due to channelization for flood control, diversion of water, and conversion to other uses has caused significant declines in the populations of small perching birds that are dependent on this type of habitat for breeding and foraging. The yellow warbler and yellow-breasted chat generally breed in riparian thickets such as southern willow scrub and cottonwood-willow riparian forest. These species have been reported breeding along the Santa Clara River upstream of Santa Paula. These species may also breed within Santa Paula Creek, upper Orcutt Canyon and other larger drainages.

Least Bell's vireo breeds on the Santa Clara River, maintaining about 15 to 20 breeding pairs. Recent trapping of Least Bell's vireo brood parasites (brown-headed cowbirds) has resulted in

an increase in local population levels. This species occurs in three populations within the planning area: the vicinities of Saticoy, Briggs Road, and Timber Canyon Road (Sweetwater Environmental Biologists, Inc. 1992). However, Least Bell's vireo could be found anywhere along the larger rivers and streams of the Santa Paula Area of Interest.

The conversion of open grasslands throughout southern California has led to a decrease in the population of the animals closely associated with this habitat. The San Diego black-tailed jackrabbit prefers open shrub and tree habitats with abundant grasses and forbs (Zeiner et. al. 1990b). This species is expected to occur within the planning area in dense grassy and brushy areas in the vicinity of South Mountain and north of Santa Paula.

E. Cultural and Historical Resources

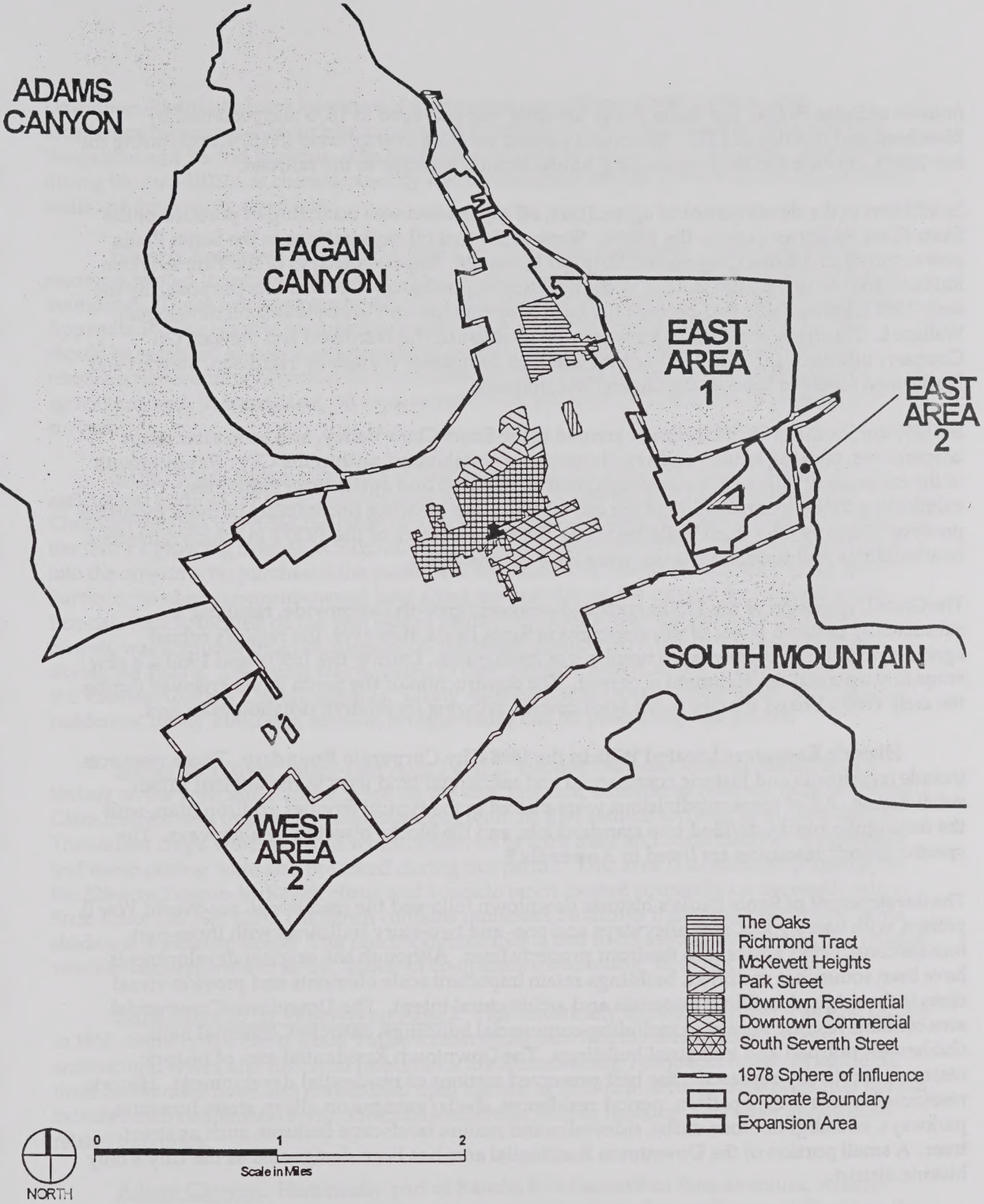
Lands throughout the City and the surrounding Area of Interest contain a wide variety of resources which are significant in the area's local history, regional architecture, archaeology, and culture. The resources considered significant usually meet the following criteria:

- *The resource is associated with events that made a significant contribution to the broad patterns of our history; or*
- *The resources are associated with the lives of persons significant in our past; or*
- *The resources embody the distinct characteristics of a type, period or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant distinguishable entity; or*
- *The resources have yielded or may likely yield information on history or prehistory.*

Future land use decisions which affect the community's heritage must recognize the irreplaceable nature of cultural resources. The value of these resources are to be given equal weight to other factors being considered in the decision-making process. Goals, policies and implementing measures for protection of cultural resources are provided at the end of this element. The following text describes the context of the City's history and some of the known cultural resources in the Santa Paula area. A detailed discussion of the City's history, historic resources, and prehistoric/archaeologic resources are found in **Appendix A.**

History. This section describes the existing historic resources in the City of Santa Paula's Area of Interest. This information is based on a report prepared during July and August 1994, by San Buenaventura Research Associates. Maps illustrating potentially significant groupings of historic properties and representing potential historic districts within the City limits are illustrated in Figure CO-4.

The land on which the City of Santa Paula is located was originally a portion of the 17,773-acre Rancho Santa Paula y Saticoy, granted to Manuel Jimeno Casarin in 1843. The ranch was purchased during the 1850's and utilized to raise sheep and cattle until the disastrous droughts of the late 1850's. In 1861, approximately 15,000 acres of the ranch was purchased and a 160-acre orchard was planted. The ranch was subdivided into 150 acre parcels in 1867 and these parcels were sold primarily to emigrating farmers. In 1872, approximately 2,700 acres of Rancho Santa Paula y Saticoy was purchased by Blanchard and Bradley, and three years later the townsite of Santa Paula was recorded on a portion of it. Blanchard was generally considered the



Potential Historic Districts

Figure CO-4

founder of Santa Paula. The Santa Paula townsite was surveyed in 1873 and recorded by Blanchard and Bradley in 1875. Blanchard planted seedling orange trees in 1874, and during the late 1880's, constructed the first packing house, located adjacent to the railroad.

In addition to the development of agriculture, oil exploration was occurring in portions of the Santa Clara Valley as early as the 1860's. Some of the first oil explorations in the Santa Paula area occurred in Adams Canyon and Sulphur Mountain. Representatives of the Pennsylvania Railroad arrived in Ventura in 1867 with the intent of purchasing land for this purpose. By the early 1880's, Santa Paula had become the base of operations for Pennsylvania oil developers Wallace L. Hardison and Lyman Stewart who established the Hardison and Stewart Oil Company offices in 1886. In 1890 several small oil companies owned by Hardison, Stewart and Bard joined forces to become the Union Oil Company.

In 1887, the Southern Pacific railroad arrived in the Santa Clara Valley, and soon after citrus cooperatives, packing houses and warehouses were established within the City. Rapid growth of the community followed the establishment of viable oil and agriculture industries, culminating in the incorporation of the city in 1902. The growing profitability of these industries produced Santa Paula's third building wave, the expansive era of the 1920's in which numerous new buildings and residential tracts were built or remodeled.

The Great Depression of the 1930's curtailed economic growth nationwide, resulting in substantially reduced levels of development in Santa Paula, however, the region's robust agricultural industries drew large numbers of immigrants. During the 1950's and 1960's, a new surge of residential development occurred. The construction of the Santa Paula Freeway during the early 1960's linked the city to the west county, bringing its relative isolation to an end.

Historic Resources Located Within the 1998 City Corporate Boundary. These resources include farmsteads and historic commercial and residential land uses in the original urban subdivisions. All of these subdivisions were platted in the typical frontier gridiron plan, with the rectangular blocks divided into standard lots, and the blocks bisected by alleyways. The specific historic resources are listed in **Appendix B.**

The development of Santa Paula's historic downtown followed the traditional, pre-World War II pattern, with narrow lots, rear alleyways and one- and two-story buildings with three-part facades constructed adjacent to the front property lines. Although the original developments have been somewhat modified, buildings retain important scale elements and provide visual clues to the original building materials and architectural intent. The Downtown Commercial area contains historic resources including commercial buildings, churches, fraternal halls, clubhouses, railroad and industrial buildings. The Downtown Residential area of historic resources sensitivity represents the best preserved sections of residential development. Historic resources include the lot pattern, period residences, sheds/garages on alleys, street furniture, parkways, streetlights, stone curbs, sidewalks and mature landscape features, such as street trees. A small portion of the Downtown Residential area has been designated as the City's only historic district.

Of particular historic importance are the residential areas known as the McKevett Heights tract and the Oaks subdivision. The McKevett Heights tract of the 1920's is distinguished from the

Downtown Residential area by virtue of its elevation, curvilinear street pattern, and architectural character. The architectural styles represented here are primarily late California Bungalows and Period Revivals. The residential subdivision known as The Oaks, developed during the mid-1920's, is characterized by narrow, irregular streets, mature oak trees, river rock walls and generously sized lots.

Historic Resources Outside the 1998 City Corporate Boundary. Numerous historic resources related to settlement and growth exist on the lands outside the City's 1998 corporate boundaries. These resources are briefly discussed by geographic area below and are listed in **Appendix B.** The historic resources presently known to exist within each geographic area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading, agriculture, and, in some cases, oil exploration would probably be discovered in site-specific surveys.

Santa Paula Canyon. Portions of Santa Paula Canyon were originally used as agricultural outpost for the Mission during the late 1700's and early 1800's as two nearby Chumash villages provided the labor supply for dry grain farming and stock raising. During the 1860's a growing interest in Sulphur Mountain oil brought the first petroleum prospectors into the canyon who purchased the portions of the land. The completion of the Public Lands Survey opened government-owned land along the east side of the canyon for homesteading. Ferndale Ranch, located on the east side of Santa Paula Creek near the northern end of the canyon, was acquired by a Los Angeles oil industrialist who had a house constructed there during the 1920's. The ranch was donated to the Catholic Church, and it is now the location of the Thomas Aquinas College campus. Likely oil-related resources existing in the area include residences, utility buildings, tunnels, bridges, tanks and oil producing equipment.

Santa Clara River Valley-East Area 1 and 2. Located between Rancho Santa Paula y Saticoy on the west and Rancho Sespe on the east, this area, sometimes referred to as the Santa Clara District, was opened for homesteading, with the first settlers arriving in the late 1860's. The earliest crops were corn and wheat, followed by fruit trees and watermelons. Beekeeping and sheep raising were also practiced during this period. This area is dominated primarily by the 326-acre Teague-McKevett citrus and avocado ranch located primarily on the north side of State Route 126 (SR 126). The ranch contains numerous buildings including residences, barns, sheds and a packing house. The ranch's significance is tied to its associations with C.C. Teague who has been referred to as the "father of co-operative marketing" of citrus products.

Santa Clara River Valley-West Area 2. This historically agricultural area was first settled in 1867. Some of the Santa Clara Valley's most significant farmhouses in terms of age, architectural styles and historical importance are located along Telegraph Road. In addition, these farmhouses have also maintained their historic agricultural setting. Buildings that remain include ranch residences, barns, foreman residences, worker housing, and other agriculture-related buildings.

Adams Canyon. Historically part of Rancho Ex-Mission San Buenaventura, Adams Canyon was primarily developed by the oil industry. The first oil tunnels were drilled into the hillsides in the early 1860's, with later tunnels dug by Union Oil Company during the early

1890's. Many of these tunnels exist today and are significant for their distinctive method of oil extraction (Pederson, 1990: 9-11). In addition, a number of other oil-related structures such as sheds, derricks, tanks, worker residences and other structures and objects may also remain. The canyon has also been home to ranchers and farmers co-existing with the oil interests.

Fagan Canyon. Historically this canyon was part of Rancho Ex-Mission San Buenaventura. Agriculture has been the principal historic use of the canyon. A small number of residences, barns, and sheds related to the historic agricultural uses of the canyon are known to exist, but could not be inventoried due to lack of access.

Prehistoric/Archaeological Resources. The City of Santa Paula lies within the historic territory of the Native American group known as the Chumash. The Ventureno were the southernmost Chumash group, occupying most of the area of present day Ventura County, including the Santa Paula area and the southwest corner of Los Angeles County. In the Santa Paula region areas of high archaeological sensitivity include the terrace areas abutting the Santa Clara River and lands adjacent to drainage areas. Nearly all the inhabited or inhabitable areas near the City are highly sensitive, indicating that cultural resources are likely to be found. However, site-specific surveys would be required to determine the presence of such resources.

Twenty-one surveys and/or excavations have been conducted in the City's Area of Interest. Several prehistoric sites have been identified by these surveys, most of which are located near one of the many water resources in the area. However, the specific locations of these sites are not included in this report in order to protect these resources. Qualified archaeologists and historians may view the site records, which are on file with the City of Santa Paula.

F. Energy Conservation

Traditional sources of energy, electric and natural gas, are imported to the City of Santa Paula. Coal deposits, refineries, and processing facilities are not available in this area of Ventura County. Southern California Gas (SCG) provides natural gas services to the City of Santa Paula. Electrical energy is provided to Santa Paula by Southern California Edison (SCE).

Local energy resources are not available in Santa Paula, with the exception of six petroleum resource areas within the Santa Paula Area of Interest. Local petroleum production has reduced steadily in recent years. The oil produced in Santa Paula is classified as a "dirty oil" (thick, with a high sulphur content) which is expensive to refine and transport. Since no refining facilities operate locally, this type of oil must be transported to Los Angeles, Bakersfield, or Texas for refining activities.

G. Mineral Resources

The City's policies for mineral resources are designed to ensure that adequate extraction sites are available while not adversely affecting other land uses. Maintenance and wise use of mineral resources is an integral part of the land use planning and conservation efforts supported by the General Plan and considered in future decision making processes. The Santa Paula area contains significant aggregate and oil resources. This section describes these resources.

Sand and Gravel. Most of the aggregate (sand and gravel) is extracted from Santa Paula Creek and the Santa Clara River. The rock is transported from the mountains down the streams by the hydraulic force of storm water runoff. This resource is in demand because much of the rock meets the criteria for Caltrans highway standards. These minerals are used for highways, bridges, parking lots and concrete buildings. Because of its bulk, aggregate material cannot be transported long distances cost-effectively. Consequently, most of the locally-mined aggregate is used in the general Ventura County area.

Mining the river for rock is also important to flood control efforts. The Ventura County Flood Control District controls the amount removed to keep the Santa Clara River bottom at the optimum gradient. Figure CO-5 shows the distribution of mineral resources in the planning area. Rock from Santa Paula Creek will be available in the future from flood control maintenance after improvements are complete.

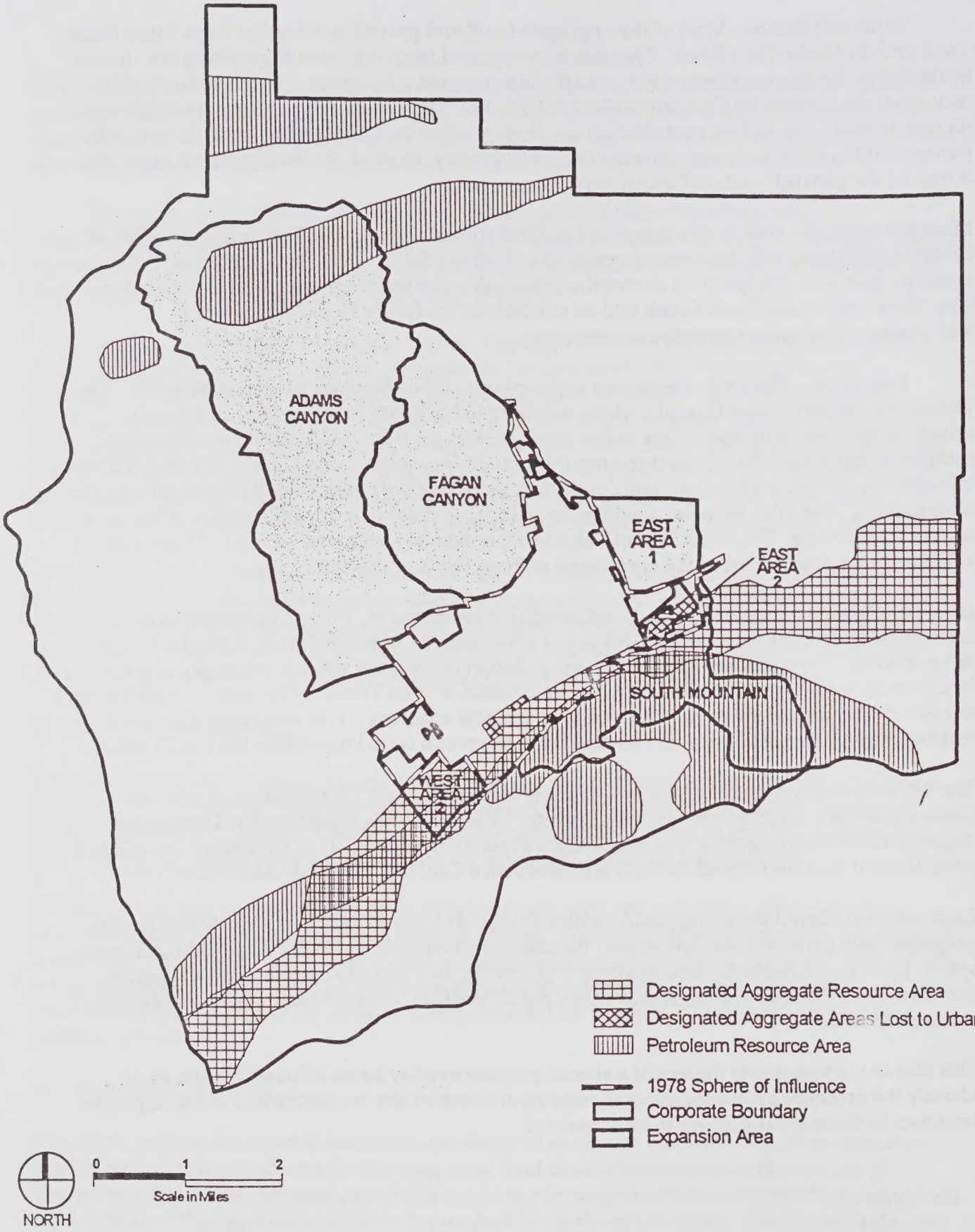
Petroleum. The Santa Paula area supports one of the oldest oil fields in California. The Union Oil Company (now Unocal), which was founded in Santa Paula in 1890, combined several of the earliest oil operations in the state. Locally, oil is found in certain geologic strata common to the area. The hills and mountains surrounding the planning area support significant oil resources. Sulphur Mountain and South Mountain have been historically important sites for oil extraction. The hills, mountains and some valleys are dotted by oil wells, many of which can be seen from the air. The south face of Sulphur Mountain has soils that ooze oil. There is also a sulphur spring near SR 150 at the confluence of Santa Paula and Sisar Creeks.

Local petroleum production has declined steadily in recent years. Part of the reason is that locally produced oil is very thick with a high sulfur content. In the industry, it is called "dirty oil" and is costly to transport and refine. Air pollution restrictions make it too costly to refine locally so oil is transported to Los Angeles, Bakersfield or even Texas for refining. Nevertheless, the oil industry still plays an important role in the local economy. This role could increase if, for instance, foreign supplies were cut, as they were on several occasions within the last 25 years.

The City has received copies of the 1993 Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura County. Included in this report are the Designated Aggregated Resource Sectors. The Santa Clara River south of the City is shown on Sector E and other Mineral Resource Zones (MRZs) are shown on a Generalized Land Classification Map.

Land uses considered to be compatible with mining may include very low density residential, geographically extensive but low impact industrial, recreational, agriculture, grazing, and open space. Land uses inherently incompatible with mining may include high density residential, low density residential with high unit value, public facilities, intensive industrial, and general commercial uses.

This element recommends the use of a special purpose overlay zone, Mineral Resources, to identify the presence of known mineral deposits and restrict the encroachment of incompatible land uses in those areas that are to be conserved.



Distribution of Mineral Resources

Figure CO-5

H. Water Resources - Watershed/Rivers, Water Supply, Flood Plains

The mountains surrounding Santa Paula and the Santa Clara River provide a large watershed area that contributes water for urban and agricultural uses, as well as habitat and scenic qualities. In addition to the river that runs along the southern City boundary, several major and minor drainages run out of the hills and through the urbanized City lands. The City depends on this watershed for a dependable supply of potable water for household, business and fire-fighting purposes. The watershed is a naturally defined planning area, and is part of an adjudicated basin.

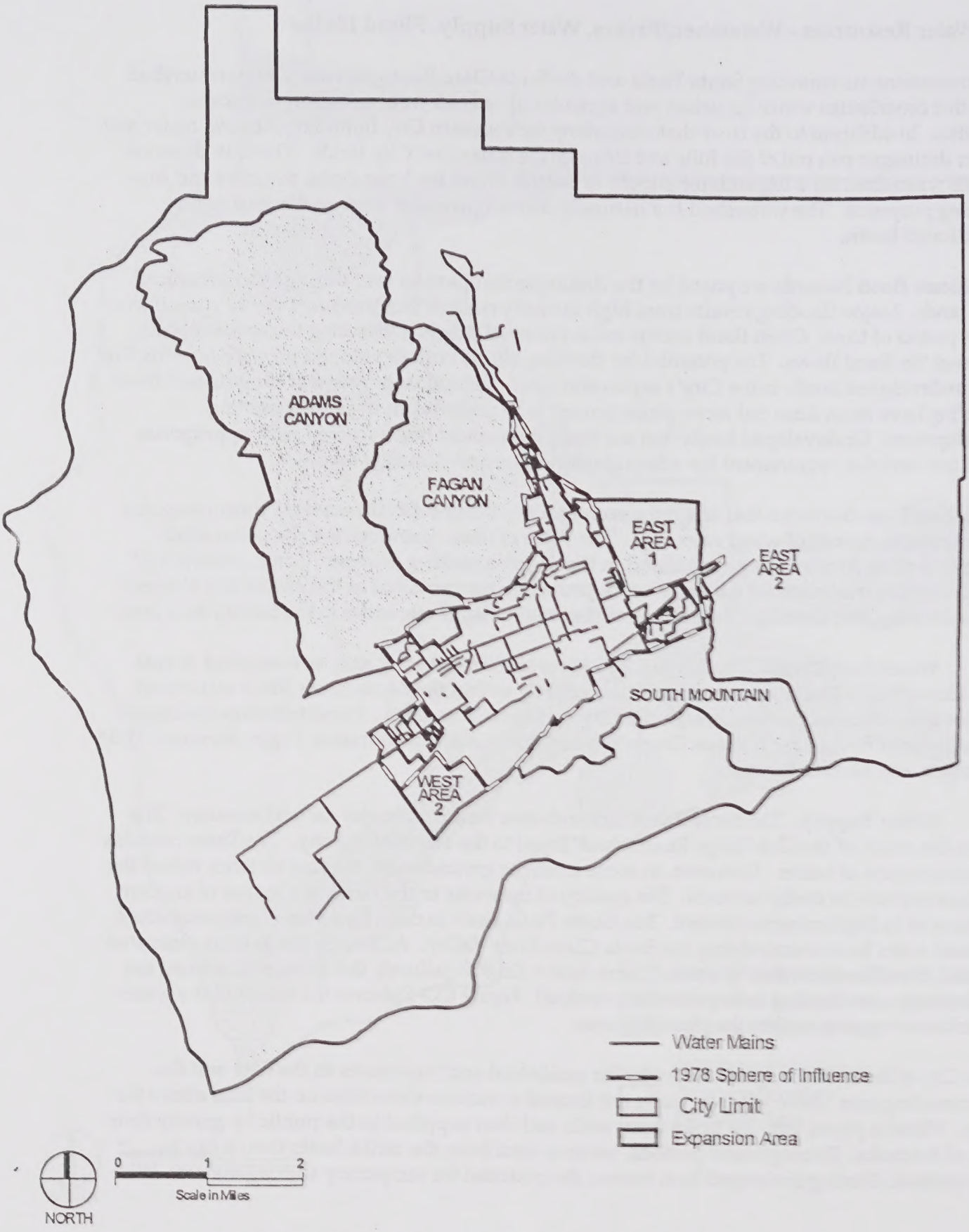
Significant flood hazards are posed by the drainages that pass by and through the urbanized City lands. Major flooding results from high intensity rainfall that produces heavy run-off in a short period of time. Often flood waters collect channel debris which clog the streams and obstruct the flood flows. The potential for flooding affects both developed properties in the City and undeveloped lands in the City's expansion areas. Capital improvement projects and flood proofing have been done but more projects need to be undertaken to protect existing development. Undeveloped lands that are flood prone must be addressed with appropriate land uses and the requirement for adequate protection and drainage facilities.

Future land use decisions that affect the community's water-related resources must recognize the unreliable nature of water resources. The value of these resources is to be given equal weight to other factors being considered in the decision making process. Goals, policies and implementing measures for water resource protection are provided at the end of this element. The following text describes the context of the water-related resources in the Santa Paula area.

Watershed/Rivers. The Santa Clara River is 100 miles long and its watershed is vast. The City of Santa Paula's planning area lies entirely within the Santa Clara River watershed, whose main channel passes through the City on its southern flank. Local tributary drainages include Santa Paula Creek, Haun Creek, Timber Creek, Adams Barranca, Fagan Barranca, Todd Barranca, and Haines Barranca.

Water Supply. The Santa Paula Groundwater Basin is a major natural resource. The basin lies north of the Oak Ridge Fault which is just to the south of the city. The Basin contains a huge amount of water. However, in some areas the groundwater is some distance below the surface and can be costly to reach. The quality of the water in the basin is a matter of concern because of its high mineral content. The Santa Paula Basin is one of a series of interconnected ground water basins underlying the Santa Clara River Valley. Although the basin is estimated to hold 15 million acre-feet of water (1 acre-foot = 325,850 gallons), the users of this basin are collectively contributing to its potential overdraft. Figure CO-6 shows the extent of the water distribution system within the planning area.

The City of Santa Paula, provides water for residential and businesses in the City and the surrounding area. Several water tanks are located at various elevations on the hills above the City. Water is piped into the tanks from wells and then supplied to the public by gravity flow out of the tanks. During warm periods, water is used from the tanks faster than it can be replenished. During prolonged heat waves, the potential for temporary shortages exists With



Water Distribution System

Figure CO-6

no water pressure, the risk of introducing contaminants into the system increases, and fire-fighting becomes difficult or impossible.

It is currently estimated that storage capacity does not fully meet the City's current needs. Additional capacity will soon be added in the form of new tanks or more wells. The City is working on developing the new capacity by drilling wells to replace wells that were lost due to age or poor water quality. The last well drilled in 1992, which is in the Lemonwood Industrial Park (Well 12) and near the river, did not meet State water quality standards and could be used for drinking water only after a plant for the removal of manganese was constructed. Since then, Wells 13 and 14 have been drilled near Fagan Barranca, and will also require manganese removal. A central plant will be built in 1998.

Although no short-term supply shortages are anticipated to meet current demand, there are significant problems associated with over-drafting the basin. Over-draft, or "mining" occurs when water is being extracted faster than it can be replenished. In the long term, this condition would result in the draining of the aquifer. However, other serious problems could occur in the interim. Sea water intrusion is already occurring in the Oxnard area, as dropping ground water levels allow the ocean water to flow inland underground. Ground subsidence may occur as the porous ground structure collapses due to the lack of support that the water had provided. This does not preclude reasonable development and growth in the City. Projects that include water conservation measures and, in some cases, use reclaimed water will allow Santa Paula to grow into the foreseeable future. Drought-tolerant landscaping and low-flow toilets are only two examples of how new development can minimize future water consumption. Finally, in some cases, urban development uses less water than the agriculture it replaces.

Some existing wells are very old; thus, new wells will be needed in the future to replace other failed wells and to service additional growth. Engineers have studied the question of the best location geologically to locate a new well that will produce the best quality water. A well field near Fagan Barranca is being developed. Manganese is the only mineral present that does not meet drinking water standards.

The City calculated that approximately 8,600 acre feet per year (AFY) of water will be needed to serve future growth within the current City boundaries and in the expansion areas recommended in the Land Use Element. Local water resources are presently in place or can be implemented with minimal regulatory risk or legal barriers. These future water supply resources include the following:

Existing Adjudicated Ground Water Rights	6,085 AFY
Santa Paula Creek Surface Rights Transfer (potential)	500 AFY
Water Rights Transfer after Agricultural Land Converted to Urban Use (potential)	3,000 AFY
State Water (potential)	2,000 AFY
TOTAL	**11,585 AFY**

There is also an estimated 2,500 to 3,000 AFY of reclaimed wastewater, which could be used for irrigating parks, golf courses, and other open lands.

This element provides policies for locating new water wells, requiring adequate water quality for existing City residents and businesses, and for water conservation. Policies also address the provision of adequate water supply for new development consistent with the Land Use Element.

Flood Plains. Santa Paula is very susceptible to flood hazards because it is located at the confluence of two uncontrolled waterways. Approximately half of the City is located in the 100-year floodplain of Santa Paula Creek.. This floodplain will be drastically reduced with the implementation of improvements to Santa Paula Creek. Other areas are in the floodplain of the Santa Clara River, Fagan Barranca and Adams Barranca. The Safety Element illustrates the floodplain areas.

The "100-year flood" means that in any given year, there is a 1 percent chance that a flood of that magnitude may occur. A storm event may result in a "100-year flood" at certain areas within the identified floodplain but not in others. High-intensity short-duration storms will have the tendencies to overburden local storm drains, while low-intensity storms that last longer are more likely to induce flooding on creeks and rivers. The flood map simply identifies all the areas that are susceptible to 100-year flood events of all types.

Several areas have been identified that are in need of flood control improvements in and near the City. These include the length of Santa Paula Creek, as well as significant portions of Adams Barranca, Fagan Barranca, Todd Lane, and Peck Road Drain. Bank protection is also required along portions of the Santa Clara River. The Adams Barranca and Todd Lane drainage needs could be affected by future development in Adams Canyon and the industrial area of the City. If an appropriate flood retention basin is constructed in Adams Canyon, the need for improvements on Adams Barranca below Telegraph Road may be reduced. Development in Fagan Canyon may have a similar affect on the Fagan Barranca project needs.

Although, the floodplain on Santa Paula Creek and the barrancas may be significantly altered through flood control improvements, this is not likely on the Santa Clara River. Thus, future development south of the river should be viewed with this in mind.

The City of Santa Paula does not have a master plan of storm drains. Instead, a number of regional studies have been done to develop solutions to known problems. Several localized areas of recurring flood problems are found in Santa Paula, including Harvard Boulevard at Warren Avenue, and Twelfth Street above the railroad tracks. The City has planned projects to improve these deficiencies.

Santa Paula has the highest number of properties on the federal flood insurance program in the county. Approximately 1,500 properties are paying $400 or more each year for flood insurance. Most of the area is classified as shallow flooding where the risks are fairly low, but the insurance burden in a major concern. A project on Santa Paula Creek will save a million dollars or more each year in flood insurance premiums alone.

The portions of town that are already developed or partially developed in the floodplain are not prohibited from expanding further. The City has an ordinance regulating building in the flood areas. It requires that various flood protection measures be taken during construction. The most

significant is the requirement to build structures at elevations above the flood level. In most cases, this is just a foot or two above ground. Many projects have proceeded under these regulations in the past 13 years.

Land development projects can have a major affect on flood problems, either positive or negative. Properly designed projects can solve existing problems to the benefit of the general public. Poorly designed projects, on the other hand, can cause new problems where there were none. Some flood control projects can be constructed in conjunction with land development to the benefit of the general public.

The floodplains of the Adams Barranca, Fagan Barranca, and even Santa Paula Creek may someday be eliminated. Thus, in the long run these streams may not have an impact on the selection of land uses to be allowed along their banks. The floodplain of the Santa Clara River, on the other hand, is likely to be with us always; therefore, land uses below the freeway must be addressed with ongoing flooding concerns in mind. Open space designations for floodway areas along the river side of the flood protection and levy area would provide a transition out of the riverbed into the urban area. A multi-agency study is now under way to create a management and enhancement plan for the river. In all likelihood, the results of the study will determine how the riverbank and fringe areas may be developed.

Flooding from a dam failure is also a possibility in Santa Paula. Santa Paula suffered one of the country's greatest manmade disasters when the Saint Francis Dam collapsed in March 1928. The City suffered the most damage of any community in the Santa Clara River Valley, with structures damaged or destroyed and lives lost as far northward as Santa Paula High School. Today, there are four large dams upstream of Santa Paula, some larger than the Saint Francis. Should one of the large dams fail suddenly, the City would have less than two hours warning in which time two-thirds to three-quarters of the population must be evacuated. The high water mark would extend up Santa Paula Canyon into the Oaks area. It would then pass around the base of the hill above the intersection of Tenth Street and Virginia Terrace and extend westward, passing through the high school campus. Figure S-4 in the Safety Element shows the extent of inundation if any of these dams were to fail. The likelihood of such a failure is extremely low.

I. Scenic Resources

The aesthetic qualities of the City of Santa Paula vary as widely as the topography and the built environment. The proximity of the distinct land forms from the mountains to the river valley, the lush agricultural fields that border the City and the historic downtown buildings provide an exceptional scenic environment.

It is important to conserve both natural and developed land areas and that are high in scenic value. This element serves not only to identify these resources, but also to recommend policies that will conserve and enhance the resources for future generations.

Inventory of Natural Scenic Resources.

- *Santa Clara River*
- *Santa Paula Creek*

- *Adams Canyon*
- *Fagan Canyon*
- *Santa Paula Canyon*
- *Barrancas*
- *Mountains to the north and south*
- *Hillsides to the east*
- *Agricultural lands*

Inventory of Developed/Man Made Scenic Resources.

- *State Route 126 (eligible state scenic highway)*
- *State Route 150 (eligible state scenic highway)*
- *City scenic routes: Foothill Road, Highways 126 and 150, Twelfth Street south of the Highway*
- *Historic districts*
- *In-town scenic drive*
- *Open space of agricultural lands*
- *Open space of city parks*
- *Views of the town from the hillsides*

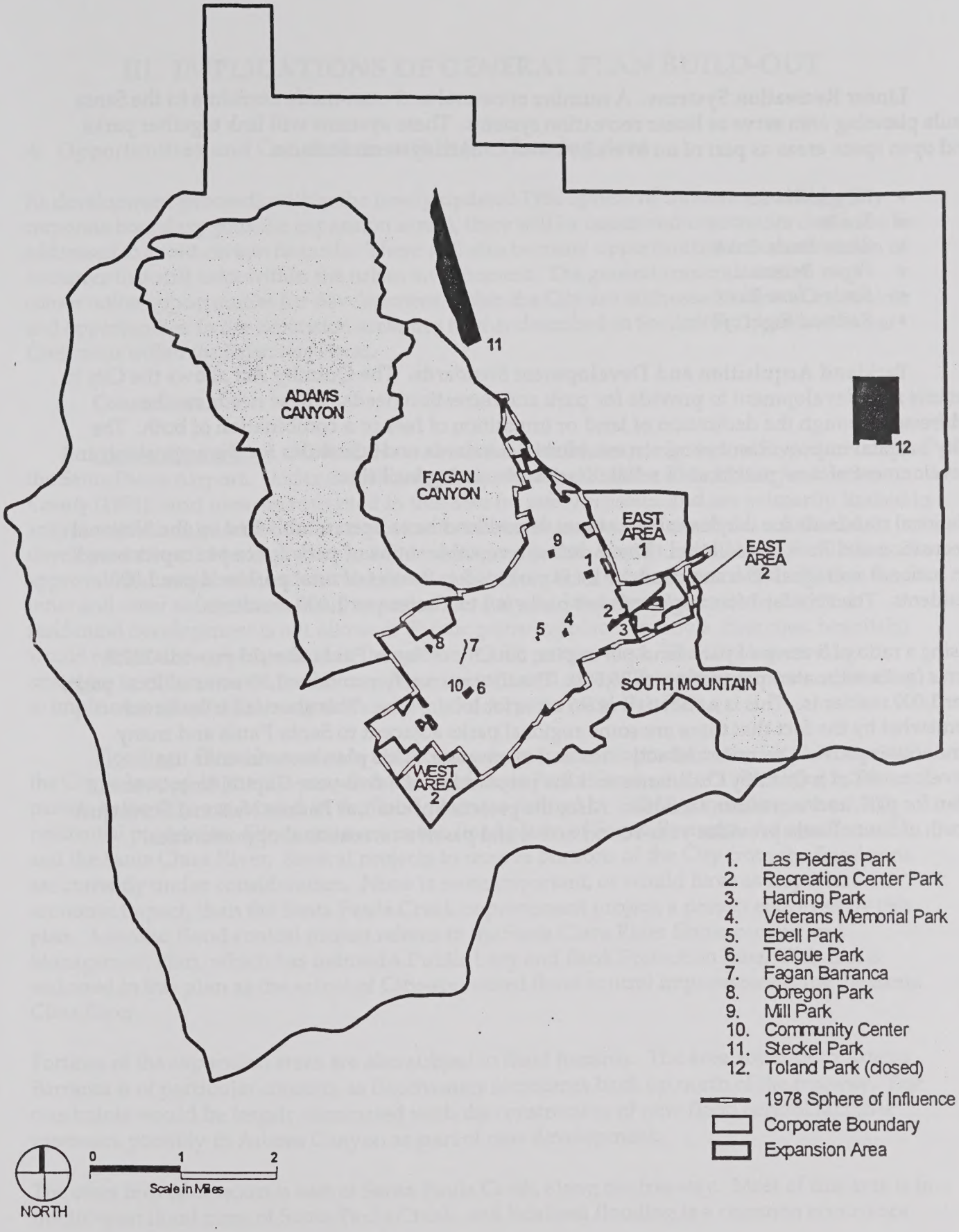
J. Parks and Recreational Resources

Due to the city's concern of providing sufficient parkland for residents and the open space role that parks play within the community, parks are considered an important resource to be conserved, enhanced and expanded. It is the City's goal to provide a variety of park experiences including those for intense recreational activity, community activities and passive open space enjoyment. This element serves not only to identify park and recreation resources, but also to recommend policies that will conserve and enhance the resources for future generations.

City Sponsored Resources. The City's recreational system is composed of an array of parks, special recreation facilities, and community-wide activities. In addition to a Community Center and a Boys and Girls Club, there are nine public parks in the City (see Figure CO-7). George Harding Park is the largest at 13 acres, and includes picnic tables, playground equipment, and lighted fields. Most of the other parks range in size between 1 and 6 acres, and would be considered neighborhood or community facilities.

The local schools also serve as recreational facilities. Santa Paula High School has lighted tennis courts, a swimming pool, lighted soccer and softball fields, and indoor basketball courts. Most of the schools in the City have outdoor basketball courts and playing fields.

In addition, through City programs there are structured leagues for various youth and adult sports throughout the year. The Santa Paula Community Center is used for instructional classes and other activities. The facility is also available to local civic groups and residents on a rental basis to hold planned meetings, dinners and receptions. Additionally, the Boys and Girls Club is used for recreational programs and community meetings.



Parks and Community Centers

Figure CO-7

Linear Recreation Systems. A number of natural and man-made corridors in the Santa Paula planning area serve as linear recreation systems. These systems will link together parks and open space areas as part of an overall network. Such systems include:

- *Bicycle Routes*
- *Trails*
- *Santa Paula Creek*
- *Fagan Barranca*
- *Santa Clara River*
- *Railroad Right of Way*

Parkland Acquisition and Development Standards. The Quimby Act allows the City to require new development to provide for park and recreation needs. These needs can be addressed through the dedication of land or imposition of fees or a combination of both. The City's capital improvement program establishes standards and schedules for the acquisition and development of new parkland or rehabilitation of existing facilities.

National standards for the desirable amount of parkland have been established by the National Recreation and Park Association. These define acceptable ratios of park space per capita based on national averages. The standard for local parks is 5 to 8 acres of total parkland per 1,000 residents. The standard for neighborhood parks is 1 to 2 acres per 1,000 residents.

Using a ratio of 5 acres of park land per capita, the City of Santa Paula should provide 132.5 acres for its estimated population of 26,500. The City currently provides 1.33 acres of local parks per 1,000 residents. This is a shortfall of 96 acres for local parks. This shortfall is lessened somewhat by the fact that there are some regional parks adjacent to Santa Paula and many school sites provide recreational activities and open space. This plan recommends the development of a Quimby Ordinance and the preparation of a five-year Capital Improvement Plan for park and recreation facilities. Also, the presence of the Los Padres National Forest just north of Santa Paula provides year-round active and passive recreational opportunities.

III. IMPLICATIONS OF GENERAL PLAN BUILD-OUT

A. Opportunities and Constraints within the Planning Area

As development proceeds within the newly updated 1998 Sphere of Influence (existing City corporate boundary plus the expansion areas), there will be issues and constraints that must be addressed to avoid certain hazards. There will also be many opportunities for conservation of resources that still exist within the urban environment. The general constraints and conservation opportunities for development within the City are addressed below. Constraints and opportunities in the expansion areas are further described in Section B, *Opportunities and Constraints within the Expansion Areas.*

Constraints.

Airport Operations. Most of the area south of the freeway is in the traffic pattern zone of the Santa Paula Airport. Under the *Airports Comprehensive Land Use Plan Update for Ventura County* (1991), land uses are restricted in this area for safety reasons, and are primarily limited to activities which minimize human exposure to aviation hazards. For example, residential development would be limited to lower densities, subject to Airport Land Use Commission approval. Industrial and commercial development would be similarly restricted. Within the inner and outer safety zones at either end of the runway, land uses are further restricted; residential development is not allowed. Public gathering places (schools, churches, hospitals) would not be allowed anywhere in the general traffic pattern area. The City is pursuing strategies to eliminate residential uses from these hazard areas. This plan endorses continuing to implement all safety recommendations in the Airports Land Use Plan.

Flooding. Flood hazards are a major constraint to development in the City. About half the City is located in the 100-year flood zone of Santa Paula Creek. As of 1994, about 3,200 parcels in the City are located in the flood plain (as defined by FEMA), including over 2,300 residential properties. Other areas are in the flood plains of Fagan Barranca, Adams Barranca, and the Santa Clara River. Several projects to remove portions of the City from the flood zone are currently under consideration. None is more important, or would have as important an economic impact, than the Santa Paula Creek improvement project, a project endorsed by this plan. A second flood control project relates to the Santa Clara River Enhancement and Management Plan, which has defined a Public Levy and Bank Protection Line. This line is endorsed in this plan as the extent of City-sponsored flood control improvements for the Santa Clara River.

Portions of the expansion areas are also subject to flood hazards. The area adjacent to Adams Barranca is of particular concern, as floodwaters sometimes back up north of the freeway. The constraints would be largely eliminated with the construction of new flood control facilities upstream, possibly in Adams Canyon as part of new development.

The other area of concern is east of Santa Paula Creek, along the freeway. Most of this area is in the 100-year flood zone of Santa Paula Creek, and localized flooding is a common occurrence

after a significant rainfall. Development in the areas east of Santa Paula Creek would be contingent on the implementation of the flood control project on the creek.

Geologic Hazards. Several seismic hazards affect City lands. The Oak Ridge Fault, which parallels the Santa Clara River, may be the source of a significant earthquake in the future. The groundshaking effects from an earthquake would likely be similar throughout the City. However, the southern portion of the City, up to about Main Street, has a high liquefaction potential due the high ground water table in this area. Consequently, seismic events would be more likely to cause structural damage here than in other areas with a lower ground water table. The liquefaction potential increases on lands that are closer to the Santa Clara River. This plan, through its Safety Element, includes numerous geologic hazard protection policies.

Conservation Opportunities.

Historic Buildings and Districts. Santa Paula has one of the best collection of historic structures of any community in Southern California. Numerous historic resources related to the founding of the City and its growth and development between 1873 and 1945 are located within the present City limits. Included are commercial and residential land uses in the urban subdivisions of the original Santa Paula townsite, as well as many other areas. Many agricultural buildings which were at one time located outside the City, still remain even as the City grows around them.

The development of the City's historic downtown followed the traditional, pre-World War II pattern, with narrow lots, rear alleyways, and one- and two-story buildings with facades constructed adjacent to front property lines. While the first generation of wood frame commercial buildings are gone, the majority of their brick replacements remain, with a large degree of architectural integrity intact. These resources should be maintained and protected. Historic districts should be established, and strict architectural guidelines should apply to development in such areas. The preservation of this resource is critical to the local visitor and tourist economy, which depends in part on its unique historic character.

Santa Paula Wastewater Treatment Plant. The wastewater treatment plant can produce more than 2,000,000 gallons of reclaimed wastewater each day which could be used for a variety of purposes such as the construction of a golf course or the establishment of wetland preserves. There is a growing demand for wetlands mitigation banking, where a wetland is established at one location as mitigation for losses at another site. Reclaimed wastewater may also be used for various industrial uses or for groundwater basin recharge.

Habitat. Small pockets of native habitats still exist along creeks and barrancas as well as the large expanses along the Santa Clara River. When considering new development or flood control projects, these areas should be maintained and protected.

The Santa Clara River flows south of the City, and is probably the most important natural resource in the Santa Paula area. The river presents opportunities to conserve important riparian/wetland habitat. A few parcels at the east end of the City south of the freeway are adjacent to the river. Future planning efforts in these areas should emphasize conservation of

this crucial resource. Open space buffers should be included between future development and the river. These buffers could include agriculture, natural open space, parks, or continued aggregate operations, if compatible with proposed development.

Urban Forest. The many existing native trees that grow on private property are a resource for the urban environment that should be protected through ordinance standards for tree removal as well as project specific restrictions. The urban forest should be promoted through a city sponsored street tree planting program as well as requirements for new development.

Aggregate Resources. The Santa Clara River is an important source of high quality aggregate (sand and gravel) resources. Much of the area east of Santa Paula Creek supported mining operation at one time. Today, most of this area has been converted to industrial or commercial uses. Only a small portion of the aggregate mining operation still exists. There is a small potential of maintaining this resource within the planning area. A greater potential exists for excavation of materials for flood control purposes.

Agriculture. A little over 200 acres, or about half of the land within the 1978 Sphere of Influence is in agricultural production. Most of the larger unincorporated parcels in the planning area are in agriculture, typically avocados, lemons, or oranges. None of these parcels are located in a greenbelt area, and most are not under Land Conservation Act (LCA) contract. The only agricultural parcels still under LCA contract are in the large parcels north of Steckel Drive (north of Foothill Road and Anacapa Terrace). Much of the agriculture in the planning area is cultivated on prime farmland, including nearly all the area on the west side of town north and south of the freeway. This plan will endorse planning techniques to address compatibility between developed areas and agricultural areas.

Scenic Resources. The unincorporated areas located at either end of the City are adjacent to SR 126, which is an eligible state scenic highway. Development in these areas should be sensitive to the fact that they are at the gateway of the City, and should complement the existing character of the City. For example, there are good opportunities for commercial or industrial development at either end of the City. Special architectural standards should be addressed for development at the gateway of the City, with attention to building design, materials, and signage that reflect the area's heritage.

Ventura County Transportation Commission Santa Paula Branch Line Right-of-Way. In 1996, the Ventura County Transportation Commission purchased the entire 32-mile Santa Paula branch line extending from near U.S. Highway 101 in Ventura to about three miles east of Piru. A hiking and bicycle trail is proposed along with continued rail use, future commuter rail use and other possibilities. The trail could become the backbone of a significant system of non-motorized transportation.

The rail line traverses unincorporated areas at the City's eastern and western boundaries. If these areas are annexed, the corridor could provide recreational and transportation opportunities. At the east end of town, a multi-purpose trail along this right-of-way could link with a similar trail along Santa Paula Creek, which should be included as part of the proposed flood control improvements along the creek.

Santa Paula Creek Flood Protection Improvement Project. The U.S. Army Corps of Engineers is actively studying flood control options for Santa Paula Creek. A new project approach is being undertaken using a natural-bottom channel with sloping sides, alleviating the need for a massive dam structure. This project, anticipated to be completed in 1999, would improve development potential on the east bank of the creek. In addition, passive recreation uses could be allowed in the areas adjacent to the Creek once improvements to the channel have been made.

B. Opportunities and Constraints within the Expansion Areas

The following discussion highlights constraints and conservation opportunities affecting the expansion areas. These expansion areas are proposed to be added to the City's 1978 Sphere of Influence and eventually annexed in a phased process. Each of these issues will need to be addressed in project specific studies as build-out occurs.

East Area 1 and 2

Constraints.

Flood Hazard. The area is located within the 100-year flood plain of both Santa Paula Creek and Orcutt Creek. Santa Paula Creek in particular poses a significant constraint to development, as the flood zone extends about a mile eastward of the creek into the neighboring farmlands. The proposed flood control improvements to this creek would significantly reduce this constraint. However, improvements to Orcutt Creek would probably be necessary to allow more extensive development near Orcutt Road.

Geologic Hazards. The area is located 1-2 miles north of the Oak Ridge Fault, a major fault which may be the source of a significant earthquake in the future. In addition, a small unnamed fault traverses the area west of Orcutt Road. The groundshaking effects from an earthquake would likely be similar here as elsewhere in the City. However, the southern portion of the area, up to a half-mile north of the freeway, has a high liquefaction potential due the high ground water table in this area. Consequently, seismic events would be more likely to cause structural damage here than in other areas with a lower ground water table. As a rule, liquefaction potential increases as one moves closer to the Santa Clara River.

Conservation Opportunities.

Santa Paula Creek Flood Protection Improvement Project. A comprehensive flood control project on Santa Paula Creek would offer conservation opportunities, including habitat enhancement and protection of existing agricultural and urban development. The U.S. Army Corps of Engineers is actively studying flood control options for Santa Paula Creek. A new project approach is being undertaken using a natural-bottom channel with sloping sides, alleviating the need for a massive dam structure. This project, anticipated to be completed by 1999l would be necessary before development could occur in the areas east of the creek. In addition, passive recreation uses could be allowed in the areas adjacent to the Creek once improvements to the channel have been made.

Historic Buildings. The area east of Santa Paula Creek has a rich agricultural heritage. The area is associated with Charles C. Teague, who was an influential figure in both local and statewide agricultural industry. Many ranch buildings and residences located in this area date from the early 20th century, and are historically significant because of their association with Santa Paula's economic heritage. This area offers opportunities to preserve these structures as an important reminder of the City's agricultural history.

Agriculture. All of the area east of Santa Paula Creek and north and south of SR 126 is located in an established greenbelt that the City of Santa Paula shares with Fillmore. The area includes significant agricultural cultivation, primarily avocados and other orchard crops on parcels near the creek. Most of the area (nearly 700 acres) is under productive crop cultivation, however, the property owners have indicated that some of this land is marginal for economic agricultural production. All of the avocado orchards north of SR 126 are under Land Conservation Act (LCA) contract. This includes most of the developable land north of the freeway. LCA contracts are used by the State of California to preserve and maintain the viability of agriculture by providing tax incentives for property owners who enter into such agreements. In exchange, these lands cannot be converted to urban uses until the contract expires, which can only occur once the property owner files a Notice of Non-Renewal. At this time, none of the property owners have filed for non-renewal. Much of the productive agricultural land in the Santa Clara River Valley east of the current City limit is either considered prime or unique farmland. Most of the avocado orchards are on prime farmland. Based on the State's Important Farmlands Inventory system, such prime farmland has the highest potential for continued agricultural use. These lands should be preserved as long as possible and buffered from urban development.

Habitat. Santa Paula Creek flows along the western boundary of the area. The creek presents limited opportunities to conserve riparian habitat. Habitat potential in this area would be higher, except for the existing urban uses and channelization of the creek at the lower reaches of the waterway. The Santa Clara River presents opportunities to conserve important riparian/wetland habitat. Southern willow scrub and cottonwood-willow riparian forest are identified as sensitive habitats found along the Santa Clara River. The yellow warbler and yellow-breasted chat generally breed in riparian thickets, and have been reported breeding in the river upstream of Santa Paula. Least Bell's vireo (listed by both the state and federal government as endangered) also breeds in the river. To the extent possible, the habitat value of this critical resource should be maintained. A comprehensive river study is currently being prepared that addresses the ultimate use of the Santa Clara River corridor.

Scenic Resources. All of the Santa Clara River Valley may be considered a scenic resource. SR 126 and SR 150 are eligible state scenic highways. East of Santa Paula, excellent views of the surrounding mountains as well as the agriculture contribute to the scenic quality of the area. These resources should be maintained through as these areas develop.

Linear Parkway. Santa Paula Creek is an identified scenic corridor. In conjunction with the Circulation Element, this corridor is endorsed as a linear park system, including a multi-purpose trail which links Telegraph Road to Ojai Road. Such a park would provide a buffer between any more intensive urban development to the east and the sensitive habitat near the creek. This park should include interpretive signage to educate the public about local flora and

fauna found near the creek.

The flood control improvements along Santa Paula Creek may afford limited recreation opportunities. A multi-purpose trail along the creek would support the use of alternative modes of transportation while increasing public awareness of the value of the creek as a natural resource. The Santa Paula Creek flood control project may present important conservation and limited recreation opportunities. The flood control project should also be viewed as a prerequisite to any development in this area.

West Area 2

Constraints.

Flood Hazard. Adams Barranca runs along the western boundary of this area. After heavy rainfall, the portion of Adams Barranca immediately north of SR 126 is subject to flooding, as runoff backs up against the freeway. This hazard is not shown on the Federal Emergency Management Agency's (FEMA) 100-Year flood map. Flood control measures would be required prior to development of the land in this general area. There are two possible solutions to this problem. Downstream improvements which allow for better flow under the freeway could be constructed in conjunction with development in the area. Alternatively, development in Adams Canyon could provide flood control measures (retention basins, for example) which regulates downstream flow. Either approach could work, but the provision of appropriate retention basins in Adams Canyon would reduce or eliminate the need for downstream improvements. Consequently, the planned development (or conservation) of the entire Adams Barranca/Canyon watershed should be coordinated from the outset.

Geologic Hazards. The area is located 1-2 miles north of the Oak Ridge Fault, a major fault which may be the source of a significant earthquake in the future. The groundshaking effects from an earthquake would likely be similar here as elsewhere in the City. However, the southern portion of the area, up to about Telegraph Road, has a high liquefaction potential due the high ground water table in this area. Consequently, seismic events would be more likely to cause structural damage here than in other areas with a lower ground water table. As a rule, liquefaction potential increases closer to the Santa Clara River.

Conservation Opportunities.

Historic Buildings. The area west of the current City limits has a rich historic agricultural heritage. The area is associated with George G. Briggs, who originally subdivided the area for agricultural purposes in 1867. Some of the valley's most significant farmhouses in terms of age, architectural styles, and historical importance are located along Telegraph Road, including a large number of Victorian-era farmhouses dating from the 1870's through the 1890's. In addition, these farmhouses have maintained their historic agricultural setting from that time, a fact which enhances their significance.

Agriculture (Greenbelt). All of the area west of the City in the Santa Clara River Valley has high agricultural potential. Most of this area supports a mixture of orchards, including lemons, avocados and oranges. The Calavo and Limoneira plants are located nearby, and are

the largest area agricultural businesses growing avocados and lemons, respectively. The agricultural industry has been entrenched in the areas just west of the City for well over 100 years, and is one of the most important facets of the local economy. Surprisingly, none of the area east of Adams Barranca is located in the Ventura-Santa Paula greenbelt. However, many Santa Paulans believe that it is, and the City of Santa Paula has historically not pursued urban expansion into this area largely for that reason. The Land Use Element calls for no urban expansion beyond Adams Barranca to maintain these areas in agriculture and to maintain the physical buffer between Santa Paula and the neighboring City of Ventura. Most of the parcels west of the City and east of Adams Barranca are not under LCA contract. One large parcel in lemon production (located south of the freeway) is under contract. Consequently, LCA contracts do not present a significant constraint to future planning efforts affecting this area. Much of the productive agricultural land in the Santa Clara River Valley west of the current City limit is either considered prime farmland or farmland of statewide importance. Most of the area is prime farmland, including nearly all of the area south of the freeway and east of Adams Barranca. Based on the State's Important Farmlands Inventory system, such prime farmland has the highest potential for continued agricultural use.

Scenic Resources. All of the Santa Clara River Valley may be considered a scenic resource. SR 126 and SR 150 are eligible state scenic highways. West of Santa Paula, excellent views of the surrounding mountains as well as the agriculture contribute to the scenic quality of the area. Good views of the Santa Clara River may also be obtained from the freeway. This resource should be maintained through Conservation Element policies.

Adams Canyon

Constraints.

Topography. Adams Canyon is topographically diverse, from the more level areas near the Creek, to the steep hillsides which surround the area. Any development which occurs in the canyon would be subject to topographic constraints, and would be generally be limited to the areas with a gentler slope. It is estimated that about 2,000 acres in the canyon support low to moderate slopes ranging between 0% and 25%.

High Fire Hazard. All of Adams Canyon is within a high fire hazard risk area. Historically, Adams Canyon has experienced many wildland fires, most recently a 1993 blaze which blackened thousands of acres in the mountains northwest of Santa Paula. The 1985 Ferndale fire also burned through Adams Canyon. The steep slopes and thick brush in the canyon contribute to the spread of fires into other areas. New development in this area would be at high risk. If development occurs, a secondary access to the canyon would be necessary, primarily to accommodate emergency vehicles and provide an evacuation route in the event such as a wildfire. It may be possible to construct a secondary road that provides access to Santa Paula Canyon from SR 150 in the vicinity of Steckel Park. This road could follow the basic alignment of an existing service road connecting the two canyons. Much of Adams Canyon is beyond the acceptable response time radius from existing fire stations. As a mountainous area with a high fire risk, fast emergency response is critical. It may be necessary to construct a substation either in the canyon or near the canyon in the event that development occurs.

Geologic Hazards. Adams Canyon has relatively few geologic hazards in comparison with other portions of the Santa Paula area. A portion of the Steckel Fault underlies the upper reaches of the canyon, and the mouth of the canyon is about two miles north of the Oak Ridge Fault, often cited as the most likely source of a significant earthquake centered in the area. In the event of a major earthquake, ground shaking in the canyon would be similar to that experienced elsewhere near Santa Paula, no matter which fault the quake would be centered on. The steep canyon walls are subject to landslides in the event of an earthquake. Mudslides can occur following heavy rains. Landslides can also occur in steeply sloped areas. Liquefaction and subsidence potential are low.

Flood Control. Adams Canyon, like other canyons, is inherently subject to localized flooding, particularly after significant rainfall. Potential residential development in Adams Canyon would require flood retention basin facilities to mitigate flooding and drainage impacts. A secondary benefit of this would be to minimize downstream flooding impacts along Adams Barranca. Flood control facilities constructed in Adams Canyon may reduce or eliminate the need for downstream facilities in the event development occurs on the valley floor vicinity of Adams Barranca.

Conservation Opportunities.

Habitat. Adams Canyon supports significant wildlife habitat, including oak woodland, grassland and coastal sage scrub habitat. Deer, bobcat, and coyote are among the larger mammals that have been observed in the canyon, as have a variety of birds and reptiles. Oaks and sycamores are among the native vegetation found in the canyon. Impacts to these resources could be significant, depending on the extent of proposed development. The preservation of native vegetation, such as oaks and sycamores, is a policy of this Conservation Element and are endorsed in this plan.

Agriculture. The City's greenbelt agreement with Ventura includes lands located west of Adams Barranca, but this greenbelt does not include a northern or southern boundary. It is unclear if the mountainous areas, including Adams Canyon, are subject to the greenbelt agreement. However, the intent of the agreement is to preserve agriculture, and to provide an open space buffer between the urban areas of Ventura and Santa Paula. Development in Adams Canyon affords an opportunity to properly define the Santa Paula-Ventura greenbelt agreement in conjunction with the General Plan update process. Most of the agricultural activity in the canyon is limited to grazing. However, there are a few parcels that support orchards, including one large property at the mouth of the canyon in lemon production. None of these parcels are under Land Conservation (LCA) contracts. Small portions of the canyon floor, particularly near the creek, are considered prime farmland based on the Important Farmlands Inventory criteria. However, most of Adams Canyon is not considered prime farmland.

Petroleum Resources. The upper reaches of Adams Canyon have long been used for petroleum extraction. This area is located on a historically important oil field. Although the value and utility of oil extraction in the area has declined over the last decades, such activities can still be productive on a limited basis. Setbacks and buffers will be needed between any new residential and commercial development in the canyon and these petroleum resources.

Scenic Resources. Adams Canyon is a scenic resource that currently is largely inaccessible to the general public. Currently, no public roadway serves the canyon. However, Adams Canyon is one of several canyons in the area which contribute to the scenic beauty of the Santa Paula area. The canyon's scenic qualities include excellent views of the surrounding hillsides, rock formations, and native oaks, in a pastoral setting. The basic character of the area would be changed in the event of urban development. However, most of this development would not be visible from the valley floor, or scenic roadways serving the area, such as Foothill Road or SR 126. The canyon's aesthetic qualities should be maintained in future development proposals. As development occurs, it should be sensitive to the natural amenities of the canyon, and should preserve views of the surrounding hillsides and natural vegetation. Clustering techniques, as described in the Land Use Element, can help in preserving scenic canyon areas.

Fagan Canyon

Constraints.

Topography. Like all the rugged areas north of the City, Fagan Canyon is topographically diverse, from the more level areas near the canyon floor, to the steep hillsides which surround the area. Any development which occurs in the canyon would be subject to topographic constraints, and would be limited to the areas with a gentler slope. About 1,000 acres within the canyon support low to moderately-sloping terrain ranging from 0% to 25%.

High Fire Hazard. All of Fagan Canyon is within a high fire hazard risk area. Like all the rugged areas north of the City, Fagan Canyon has experienced or been threatened by many wildland fires, including the 1993 Steckel Park blaze. The steep slopes and thick brush in the canyon contribute to the spread of fires into other areas. New development in this area would be at high risk. In addition to improving general traffic flow, a secondary access to the canyon would be necessary to accommodate emergency vehicles and provide an evacuation route in the event such as a wildfire. It may be possible to construct a secondary road that provides access to Santa Paula Canyon from SR 150 in the vicinity of Mupu School. This road could follow the basic alignment of an existing service road connecting the two canyons. An Adams-Fagan Canyon roadway connection would serve a similar purpose.

Geologic Hazards. Fagan Canyon has relatively few geologic hazards in comparison with other portions of the Santa Paula area. The mouth of the canyon is about two miles north of the Oak Ridge Fault, often cited as the most likely source of a significant earthquake centered in the area. In the event of a major earthquake, ground shaking in the canyon would be similar to that experienced elsewhere near Santa Paula, no matter which fault the quake would be centered on. The steep canyon walls are subject to landslides in the event of an earthquake. Mudslides can occur following heavy rains. Landslides are an issue in steeply sloping areas. Liquefaction and subsidence potential are low.

Flood Control. Depending on its intensity, new development may require significant flood control infrastructure, including a retention basin. Downstream flood impacts in the City would be minimal.

Conservation Opportunities.

Habitat. Fagan Canyon supports significant wildlife habitat, including grassland and coastal sage scrub habitat. There is also a limited amount of oak woodland habitat in the canyon. The preservation of native vegetation, including oaks, is a goal of the current general plan. In addition, a variety of wildlife, including deer, coyote, and birds inhabit the area. Impacts to these resources could be significant, depending on the extent of proposed development.

Agriculture. The lower part of Fagan Canyon supports a variety of orchard crops. Avocados are grown on one large parcel in the lower part of Fagan Canyon adjacent to the City, while another nearby parcel is used for lemon production. The less accessible parts of Fagan Canyon are used primarily for ranching activities. Fagan Canyon is not located in an established greenbelt. The only parcels under LCA contract are in the lower part of the canyon. These parcels support avocado and lemon groves. The remaining parcels in Fagan Canyon are not under LCA contract. Most of Fagan Canyon is not prime farmland. Only the area immediately adjacent to Fagan Barranca (in the lower part of the canyon) qualifies as prime farmland under the state's Important Farmlands Inventory system.

Petroleum Resources. Like Adams Canyon, the upper reaches of Fagan Canyon have long been used for petroleum extraction. Although the value and utility of oil extraction in the area has declined over the last decades, such activities can still be productive on limited basis. Setbacks and buffers will be needed between any new residential and commercial development in the canyon and these petroleum resources.

Scenic Resources. Fagan Canyon is a scenic resource that it is largely inaccessible to the general public. No public roadway serves the canyon. However, Fagan Canyon is one of several nearby canyons which contribute to the scenic beauty of the Santa Paula area. The canyon's scenic qualities include excellent views of the surrounding hillsides and the native vegetation. Like Adams Canyon, the basic character of the area would be changed in the event of urban development. However, most of this development would not be visible from the currently developed portions of the City. The canyon's aesthetic qualities should be maintained through the general plan process. As development occurs, it should be sensitive to the natural amenities of the canyon, and should preserve views of the surrounding hillsides and natural vegetation. Clustered development is one technique that can assist in preserving views and is endorsed in this plan.

South Mountain

Constraints.

Access. Access to the South Mountain area is limited. Currently, only the Twelfth Street bridge at the east end of the City provides access across the river. This bridge connects to South Mountain Road, the only public roadway serving development on the south side of the river. Periodic landslides on South Mountain Road illustrate the problems of poor access, as the area can be temporarily cut off from destinations on the south side of the river east of the City.

In addition, there is currently no direct freeway access to the South Mountain area. If substantial new development were envisioned, another bridge linking the area to the City should be considered, possibly at Palm Avenue. This would not only provide direct freeway access, but would establish another access route to the portions of the City north of the river.

Sewer Infrastructure. Although sewer service could be easily provided to the area, a new pumping station would be required to pump sewage through a pipeline in the proposed Palm Avenue bridge or through a pipeline buried in the river bed. Other utilities would be relatively easy to provide in this area.

Geologic Hazards. The area is located near the Oak Ridge Fault, a major fault that may be the source of a significant earthquake in the future. In addition, the several smaller faults also parallel the Santa Clara River in the vicinity of South Mountain. The groundshaking effects from an earthquake would likely be similar here as elsewhere in the City. However, the areas between South Mountain Road and the river have a high liquefaction potential due the high ground water table. Consequently, seismic events would be more likely to cause structural damage here than in other areas with a lower ground water table. As a rule, liquefaction potential increases as one moves closer to the Santa Clara River.

Flood Hazard. The area is located adjacent to the Santa Clara River. However, most of the area is not located within the river's 100-year flood zone. There are large, relatively flat areas currently in agriculture that are outside the flood zone. Most of these areas are located between roughly Twelfth Street and Steckel Drive. Nevertheless, parcels adjacent to the river are still subject to river erosion and other flood-related impacts.

Airport Operations. Most of the area at the base of South Mountain is in the traffic pattern zone of the Santa Paula Airport. Under the Airports Comprehensive Land Use Plan Update For Ventura County, land uses are restricted in this area for safety reasons, and are primarily limited to activities which minimize human exposure to aviation hazards. For example, residential development would be limited to lower densities, subject to Airport Land Use Commission approval. Industrial and commercial development would be similarly restricted. Within the safety zones at either end of the runway, land uses are further restricted; residential development is not allowed. Public gathering places (schools, churches, hospitals) would not be allowed anywhere in the general traffic pattern area.

Conservation Opportunities.

Wildlife Habitat. The Santa Clara River flows through the South Mountain area, and is probably the most important natural resource in the Santa Paula area. The river presents opportunities to conserve important riparian/wetland habitat. Southern willow scrub and cottonwood-willow riparian forest are identified as sensitive habitats found along the Santa Clara River. The yellow warbler and yellow-breasted chat generally breed in riparian thickets, and have been reported breeding in the river upstream of Santa Paula. Least Bell's vireo (listed by both the state and federal government as endangered) also breeds in the river. To the extent possible, the habitat value of this critical resource should be maintained.

A comprehensive river study is currently being prepared that addresses the ultimate use of the Santa Clara River corridor. The City of Santa Paula is represented on the steering committee. The City's representative should be responsible for coordinating this regional planning effort with the City's general plan update.

Petroleum Resources. South Mountain has historically been an important site for oil extraction. Much of the area underlying South Mountain, as well as much of the more level land south of the airport is identified as an important petroleum resource area. This resource area extends along the face of South Mountain, roughly paralleling the Santa Clara River. Development should be limited in this area to preserve the petroleum extraction potential for the future.

Aggregate Resources. The Santa Clara River is an important source of high quality aggregate (sand and gravel) resources. Aggregate mining is a lucrative and economically important industry in the Santa Paula area. However, aggregate mining must be balanced with the goal of preserving the river's wildlife value.

Agriculture. Much of the low-lying area at the base of South Mountain supports agricultural uses, including mixed orchards and oranges. In all, about 200 acres are in cultivation. Although not considered as important a resource as the fields east and west of the City, it is nevertheless a productive and viable agricultural area.

Nearly all of the non-urbanized low-lying areas south of the river is considered prime farmland based on the state's Important Farmland Inventory system. This is due to the rich alluvial soil, which produces excellent orchard crops. The portion of the area generally east of South Mountain Road is within the Santa Paula-Fillmore Greenbelt. However, none of the parcels in the area are under Land Conservation Act (LCA) contract.

IV. GOALS, OBJECTIVES, AND POLICIES

According to the State General Plan Guidelines, the General Plan is a "collection of development policies." These policies guide growth within the city limits and the city's Sphere of Influence. The development that is allowed by the Land Use Element is to be directed by the goals, objectives, and policies in this section of the Conservation and Open Space Element, and implemented through the related implementation measures contained in the following section.

In this element, GOALS are statements that provide direction and state the desired end condition. The OBJECTIVES state a specific step toward goal achievement. POLICIES are specific statements that guide decision-making. They indicate a clear commitment by the city and generally serve as mandatory criteria. The IMPLEMENTATION MEASURES outlined in the following section of this element support the goals, objectives, and policies by providing specific programs and standards to carry out the Conservation and Open Space Plan.

The goals, objectives, and polices that follow are organized according to topics. These topics were selected with input from the Santa Paula City Council and the General Plan Advisory Committee as important topics for the General Plan. Many of the goals and objectives were endorsed by the City Council for use in the General Plan Update process. Following each policy statement are the number(s) of implementing strategy(s) that carry out the policy direction.

GENERAL

Goals

1.1 Natural resources and resource sites should be managed, protected, conserved, reclaimed and used wisely, including but not limited to:

- *energy*
- *historic, cultural and archaeological sites*
- *scenic views, vistas, open spaces, rivers, creeks, mountains and ridge lines*
- *agricultural lands*
- *air quality*
- *mineral resources and mining sites*
- *wetlands, woodlands, urban forests, native plants, habitat areas and wildlife corridors*
- *plant and animal species including those that are rare or endangered*
- *surface and ground waters, water supplies and water quality.*

1.2 Hazards to natural resources should be controlled or eliminated, including but not limited to:

- *invasive non-native plants and animals*
- *pollution*
- *incompatible activities or land uses*

1.3 Public environmental awareness, sound environmental practices and a healthy environment should be promoted.

OPEN SPACE

Goals

2.1 Preserve open spaces for future generations.

2.2 The amenities needed to enrich the quality of life, including parks, open spaces and natural places, should be provided.

2.3 The mountains surrounding Santa Paula are an important asset that should be protected for the views and open space.

2.4 The Santa Clara River and Santa Paula Creek should be treated as important assets to be conserved and more public open space opportunities should be provided.

2.5 Acquire enough open space to satisfy local needs.

2.6 Acquisition of open space shall be based upon the following factors: good visual qualities, significant natural resources, significant physical constraints and/or good passive recreational opportunities.

Objectives

2(a) Establish a priority system for acquiring open space.

2(b) Employ open space as a means of preserving and enhancing the quality of life for present and future generations.

2(c) Encourage that development which is designed in a manner sensitive to the natural features of the site and to the surrounding character

2(d) Use the "Open Space" land use designation to preserve scenic, constrained and recreational properties.

2(e) Heighten the sense of nature in the City.

Policies

2.a.a. Limit land development south of the Santa Clara River to low intensity development requiring few public services or infrastructure such as open space and public/private recreational uses. (IM 1,2,4,5,6,8)

2.b.b. The Santa Clara River and Santa Paula Creek should be treated as important assets to be conserved and also utilized to a greater extent by providing more public access and open space opportunities. (IM 1,2,4,5,6,8,11)

2.c.c. Provide for open space amenities in all new residential, commercial, and industrial development. (IM 1,2,5,6,7,9,11)

AGRICULTURE AND SOILS

Goals

3.1 Preserve and protect viable agricultural lands and operations within the City and the expansion areas.

3.2 Development should be compatible with and have minimal adverse impacts upon agriculture and natural resources and should not be wasteful of scarce land.

3.3 Urban expansion should be directed away from the most productive agricultural areas.

Objectives

3(a) Encourage low intensity land uses and/or barriers near agricultural lands.

3(b) Encourage the use of land for agricultural operations.

3(c) Include areas for agriculture in the City's land use plan.

Policies

3.a.a Preserve viable agriculture and prime agricultural lands as a greenbelt and buffer around the City. (IM 13-19a)

3.b.b. Erosion of soils should be controlled and prevented during agricultural use, during storms and especially during the construction phase of new development. (IM 13, 14, 27)

3.c.c Develop a transfer of development rights program that provides for easements for the preservation of agricultural land areas within the City's Area of Interest. (IM 18, 19)

AIR QUALITY

Goals

4.1 The improvement and protection of air quality should be encouraged and supported.

Objectives

4(a) Support regional efforts to improve air quality.

Policies

4.a.a. Work with the Ventura County Air Pollution Control District, as the regional authority governing air quality, to implement and carry out their policies. (IM 20, 21, 21a)

4.b.b. Review individual development projects to ensure that air quality control measures are incorporated to the greatest extent possible. (IM 21b)

BIOLOGICAL RESOURCES

Goals

5.1 Rare and endangered plants and animals and their habitat should be protected as required by Federal and State law.

5.2 Development should be compatible with and have minimal adverse impacts upon the environment and natural resources and should not be wasteful of scarce land.

5.3 Hazards to natural resources should be controlled or eliminated, including but not limited to:

- *invasive non-native plants and animals*
- *pollution*
- *incompatible activities or land uses*

5.4 Public environmental awareness, sound environmental practices and a healthy environment should be promoted.

5.5 Riparian habitat should be protected and enhanced.

5.6 Native woodlands should be protected and preserved for their aesthetic value and for wildlife habitat.

5.7 The urban forest should be protected and enhanced.

5.8 The diversity of native plant species and their habitats should be encouraged.

5.9 Environmental decisions, mitigation measures and practices should be based on documented information about the local and specific environment.

5.10 Public education about local problems and concerns should be incorporated into the environmental review process.

5.11 Conserve and enhance Santa Paula's biological resources, facilitating development in a manner that reflects the sensitivities of these resources.

Objectives

5(a) Fisheries and habitat in the Santa Clara River and Santa Paula Creek should be maintained.

5(b) Preserve important natural environments including barrancas, tree rows, wetlands and wildlife movement corridors.

5(c) Site and develop land uses to minimize the impacts on sensitive biological resources.

Policies

5.a.a. Prevent the misuse and/or degradation of natural resources. (IM 22-29g)

5.b.b. Oak woodlands shall be protected and preserved for their own value and for wildlife habitat and aesthetic purposes. (IM 24, 26, 27, 29)

5.c.c. The urban forest should be maintained and protected. (IM 23-25, 27, 29)

5.d.d. Fish and their habitat in the river and creek must be protected. (IM 22, 26, 27, 28)

5.e.e. The diversity of native plant species and their habitats should be protected and invasive, non-native species, such as the false bamboo (Arundo donax) should be eradicated whenever possible and from upstream and downstream to reduce reestablishment. (IM 22, 27, 28, 38)

5.f.f. Rare and endangered plants and animals and their habitat must be protected as required by Federal and State law. (IM 22, 27)

5.g.g. Riparian and oak woodland habitat should be protected and enhanced. (IM 24)

5.h.h. Native trees should be protected. For the removal of trees that cannot be avoided, trees shall be replaced at a specific replacement ratio to be defined by the City. (IM 23, 24)

CULTURAL/HISTORICAL RESOURCES

Goals

6.1 The amenities needed to enrich the quality of life, including cultural and historic places, should be protected and preserved.

6.2 The historic, cultural and archaeological resources of the community should be preserved for future generations.

Objectives

6(a) The City should encourage Historic Preservation as a valuable tool to retain the City's heritage.

6(b) Designating historic districts such as the downtown should be encouraged.

Policies

6.a.a. Activities and development that could damage or destroy archaeological, historic or architectural resources are to be avoided. (IM 30-34)

6.b.b. Historic, cultural and archeological resources should be evaluated in the CEQA process and full mitigation provided. (IM 30-34)

ENERGY CONSERVATION

Goals

7.1 The orderly continuation, upgrading and expansion of utility services should meet community needs and accommodate new technologies.

7.2 Utility resources should be conserved.

Objectives

7(a) Standards for energy conservation should be set for new development.

7(b) Energy and water conservation should be promoted as part of land development projects.

Policies

7a.a. The environment and public safety should be protected from adverse impacts by utilities. (IM 35)

7b.b. The railroad right-of-way should be used as a multi-purpose, publicly owned corridor for utilities, business, transportation and recreation. (IM 35)

7c.c. Energy and water conservation should be promoted as part of land development projects. (IM 35)

7d.d. Solar energy use is encouraged. (IM 35)

MINERAL RESOURCES

Goals

8.1 Provide proper management of areas designated for mineral extraction.

8.2 Reduce incompatibilities between mineral extraction areas and other land uses.

8.3 Ensure adequate reclamation of mineral extraction areas.

Objectives

8(a) Permit the extraction of minerals in the areas designated with a "Mineral" Overlay.

8(b) Protect significant mineral resources for long-term availability.

8(c) Permit interim uses such as outdoor storage, lumber yards, plant nurseries and recreation that do not preclude extraction uses.

Policies

8.a.a.. Accommodate sand and gravel mining along the Santa Clara River and Santa Paula Creek with a designation of "Mineral Overlay." (IM 36, 37)

8.b.b. Require the submittal and approval of a Mineral Reclamation Plan in accordance with the California Surface Mining and Reclamation Act for any mining operation. (IM 36, 37)

8.c.c. Ensure that mineral resource production activities are compatible with adjacent uses and do not create aesthetic, noise, odor or dust impacts. (IM 36, 37)

8.e.e. The protection, use and development of mineral deposits, including oil, gas and geothermal resources (as described in the Surface Mining and Reclamation Act) should be encouraged and supported. (IM 36, 37)

8.f.f. Only compatible development should be allowed adjacent to or near mineral deposits, mining sites, and oil, gas or geothermal development. (IM 36, 37)

WATER RESOURCES

Goals

9.1 Aquifer recharge areas should be protected and enhanced.

9.2 Existing risks from floods should be reduced.

9.3 Development should be compatible with existing flood hazards if such hazards cannot be reduced.

9.4 Waterways should be protected from pollutants, soil erosion and other environmental hazards.

9.5 A system for timely public warning of predicted flood events should be provided.

9.6 Provide adequate water to serve new development in the City and the expansion areas.

Objectives

9(a) Santa Paula should support flood control projects on Santa Clara River, Santa Paula Creek, and other waterways to eliminate or reduce flood hazard zones.

9(b) New construction and substantial improvements to existing construction should comply with the City's floodplain management ordinance.

9(c) Santa Paula should continue to actively participate in the Ventura Countywide Stormwater Quality Management Program and to implement the measures recommended by that program.

9(d) Santa Paula should continue to participate in Ventura County Flood Control District's flood warning system.

9(e) New development projects and new and replacement flood control projects should be constructed in accordance with appropriate hydrologic and hydraulic design standards.

9(f) The City should review evacuation plans for Santa Paula.

9(g) The improvement of water quality for drinking, cleaning, and other uses, should be encouraged and supported.

9(h) The conservation of water supply should be encouraged and supported.

9(i) New water sources should be provided for in the Capital Improvement Program.

Policies

9a.a. The public should be protected from unreasonable flood risks. (IM 38, 39)

9b.b. Flood protection measures should be incorporated into all new land development projects. (IM 38, 39)

9c.c. Flood protection in areas of urban expansion should be designed to reduce or eliminate existing flood threats in the community. (IM 38, 39)

9d.d. The flood threat from Santa Paula Creek, Fagan Barranca and Adams Barranca should be eliminated, if possible. (IM 38, 39)

9e.e. Development adjacent to the Santa Clara River should be compatible with the continued flood threat. (IM 38, 39)

9f.f. Improved warning and evacuation systems should be considered to deal with the risk of dam failure and other threats. (IM 38, 39)

9g.g. Standards should be set regarding the type and intensity of development in or adjacent to the river and creeks. (IM 38, 39)

9h.h. Local watersheds and aquifer recharge areas should be protected and enhanced and standards set for development in those areas. (IM 28, 29, 40c)

9.i.i. The conservation of water supply should be encouraged and supported. (IM 40, 40d)

9j.j. Creation of a wetlands using the sanitary treatment plan effluent should be studied and implemented if feasible as a way to provide additional wildlife habitat, further filtration and local groundwater recharge. (IM 28)

9.k.k. Until flood control is established, uses along the Santa Clara River should be passive rather than formalized so that flooding does not affect development. (IM 38, 39)

9.l.l. Water shall be made available for all new development prior to approvals. (IM 40a, 40b)

SCENIC RESOURCES

Goals

10.1 Scenic views and vistas, tree-lined streets, open spaces, natural areas, ridgelines and land forms should be preserved.

Objectives

10(a) Use a variety of land use planning tools to preserve scenic resources.

Policies

10.a.a. The mountains surrounding Santa Paula are an important asset that should be protected for the views and open space.

10.b.b. Preserve viewing opportunities in canyon areas as development proceeds.

PARKS AND RECREATIONAL RESOURCES

Goals

11.1 Park and recreation areas and programs, open spaces, natural areas, civic and cultural resources should be provided to meet the needs of all age groups and members of the public.

11.2 All parks, recreational areas, open spaces, natural areas, civic and cultural resources should be accessible to the disabled.

11.3 Expand programs and activities for the youth/teen population.

11.4 The amenities needed to enrich the quality of life, including parks and cultural facilities, should be provided.

11.5 Limit land development south of the Santa Clara River to low intensity development requiring few public services or infrastructure such as open space and public/private recreational uses.

Objectives

11(a) Permit the continuation and enhancement of existing public parks.

11(b) Establish new recreational areas in the form of parks, sport fields, community centers and open space.

11(c) The City should develop a master plan of parks using State/National recommended standard *of 5 acres* per 1,000 capita of parkland.

11(d) Public involvement should be encouraged in park planning and design to facilitate implementation of a program meeting community needs.

11(e) Nonprofit organizations should be encouraged and supported to provide recreation related activities in the City.

11(f) The City should develop facilities to meet specific recreational needs such as a gymnasium, bandstand, fairgrounds and more tennis courts.

11(g) The City should ensure adequate access for handicapped persons to parks and recreation facilities.

11(h) The City should maintain and expand a variety of programs and activities for all segments of the population, but particularly for the youth in Santa Paula.

11(i) Space should be provided for amenities to enrich the lives of citizens, such as parks and pen space, cultural facilities and preservation of natural and historic places.

11(j) Parkland should be provided consistent with national standards based on population.

Policies

11.a.a. Provide local parks at a ratio of 5 acres per 1,000 people in the City. (IM 47-64)

11.b.b. Require new development in the expansion areas to provide park land at a minimum ratio of 5 acres per 1,000 residents for new residents. (IM 66, 67)

11.c.c. Establish a plan for land development in the canyon lands north of the City, including Adams Canyon, Fagan Canyon, and the small canyons immediately north of the City. The land use designations and densities established for lands shall include, as a minimum, 110 acres of park and recreation land and golf course/major recreational facility. (IM 56-60)

11.d.d. Establish a plan for land development in the Santa Clara River Valley between Santa Paula Creek and Haun Creek. The land use designations and densities established for these lands shall include a minimum of 25 acres of park and recreation land and golf course/major recreational facility. (IM 48, 55)

11.e.e. Require developers of residential subdivisions to provide fee or land contributions for parkland acquisition/development. (IM 67)

11.f.f. Fund new parks from Quimby fees and consider the use of special taxes, sale of bonds or assessment districts for park development. (IM 66)

11.g.g. Neighborhood parks should be developed to serve all new residential development of significant size. (IM 67)

11.h.h. Establish joint use programs between schools and parks for use of school recreational facilities. (IM 62)

11.i.i. Continue offering the various youth, adult, and senior activities at the Community Center on a user-pay basis so as to keep the cost of these programs to a minimum. (IM 62)

11.j.j. Continue to offer the Recreation Departments youth and adult activities on a user-pay basis so as to keep the cost of these programs to a minimum. (IM 62)

IV. IMPLEMENTATION MEASURES

This section of the Conservation and Open Space Element indicates the actions and programs that shall be carried out by the City of Santa Paula to implement the conservation and open space goals, objectives, and polices. These implementation measures, together with the polices, establish and guide the City's annual budget process and day-to-day decision-making so there is continuing process toward attainment of the goals. Some policies and implementing measures may need to be re-examined and revised during the plan's time frame (2020). The implementation measures presented below are categorized by the same topics as the goals, objectives, and polices in the preceding section. Implementation measures with a letter following the measure number (i.e., 29a) have been added during revision, update, or amendment processes. This number/letter system is intended so that the numbering system is not affected by any subsequent additions or revisions to implementation measures.

OPEN SPACE

The City of Santa Paula shall take the following actions to implement the open space-related conservation and open space goals:

1. Areas that are best suited to open space preservation should be identified and protected.

2. Standards should continue to be set regarding the type and intensity of development in or adjacent to the river, creeks and barrancas.

3. The existing open space designations in the General Plan should continue to be redefined and their boundaries expanded if necessary.

4. Continue to provide an "Institutional/Civic" or "Open Space" designation, as appropriate, for all public buildings and lands.

5. Continue to provide an "Open Space" designation for lands shown to be in the floodway on established flood map when FEMA maps and floodway maps are updated in 1998.

6. Acquire property for the establishment of open space resources as opportunities and funding sources permit.

7. Explore the use of open space easements, long-term leases, cooperative agreements, and other cost-effective means of acquiring open space.

8. Seek funding for the acquisition of open space within the City and the expansion areas.

9. Provide additional public gathering places in the City.

10. Expand the urban forest through a City-sponsored Street Tree Master Plan and

"orchard" plantings in large new parking lots.

11. Establish an open space district modeled after the Conejo Open Space Conservation Agency that would be charged with holding title and managing open space lands including, but not limited to, steep and undevelopable hillside and canyon areas.

12. Develop an inventory of existing recreational facilities and parks in the City, as well as five- and twenty-year plans for the rehabilitation and improvement of park facilities.

AGRICULTURE AND SOILS

The City of Santa Paula shall take the following actions to implement the agriculture/soils-related conservation and open space goals:

13. Review all development proposals adjacent to agriculture for impacts on agricultural land and crops.

14. Require all proposed development adjacent to agricultural uses to provide a buffer (setback, landscaping, recreational uses, street, etc.).

15. Require any new development on designated agricultural lands or designated prime agricultural soils to provide information on the viability of the agricultural soils and operations prior to requesting approval for urban land uses.

16. Adopt new formal greenbelt agreement for the Santa Clara River Valley to the east of town. Amend the greenbelt agreement with the City of Fillmore such that each acre removed from the existing greenbelt would be added to the greenbelt in other locations within the City's Area of Interest.

17. Work with the City of Ventura to define northern and southern boundaries for Ventura-Santa Paula Greenbelt.

18. Utilize land use planning tools such as transfer of development rights, land trusts, and agricultural planned development to protect agricultural lands, prime agricultural soils, and viable agricultural operations. Land use planning tools and programs include:

    - *Adoption of an Urban Growth Boundary to achieve long-term conservation goals.*
    - *Adoption of Agriculture Cluster Development as a farmland preservation tool.*
    - *Implementation of a Purchase of Agricultural Conservation Easements Program (PACE) that facilitates the establishment and purchase of Agricultural Conservation Easements (ACE) within the expansion areas, or on County lands within the City's Area of Interest.*
    - *Establishment of an Agricultural and Open Space District to acquire and manage open space and agricultural lands for public use or protection.*

19. Applicants for development of land in agricultural production that is within an existing greenbelt (which includes Santa Paula Canyon, West Area 1, and the area west of Santa Paula Creek) shall provide funds to the Ventura County Agricultural Land Trust for the

purchase of agricultural lands and/or easements within the Santa Paula Area of Interest.

19a. Adopt a Right-to-Farm Ordinance which would include specific requirements to preserve existing and encourage new agricultural land uses and would require disclosure to potential land buyers that agricultural operations are protected from nuisance lawsuits.

AIR QUALITY

The City of Santa Paula shall take the following actions to implement the air quality-related conservation and open space goals:

20. Address air pollution from mining operations on Santa Paula Creek and the Santa Clara River.

21. Continue to implement the City's Growth Management Plan.

21a. In City purchasing, prioritize the purchasing of low-emission and alternative fuel vehicles and equipment.

21b. Encourage the implementation of programs and strategies which reduce air emissions. For example, emission reduction measures may include:

- *Provision of on-site employee services and preferential parking for carpools*
- *Parking lot design to reduce vehicle cueing*
- *Provision of transit services and pedestrian/bicycle access*
- *Transportation Demand Measures (TDM)*
- *Energy efficient building materials and lighting*
- *Ozone precursor control measures*
- *Dust control measures*

BIOLOGICAL RESOURCES

The City of Santa Paula shall take the following actions to implement the biological resources-related conservation and open space goals:

22. The City should participate in and support the Santa Clara River Valley Enhancement and Management Plan and provide for its local implementation.

23. Develop a street tree program to provide a master plan for street tree placement and replacement to promote the urban forest.

24. Strengthen the City's tree preservation ordinance.

25. New golf courses that are proposed should be integrated into the natural environment.

26. Consistent with the National Pollution Discharge Elimination System (NPDES), require storm drain filtration units for surface water runoff in large parking lots.

27. Development adjacent to stream/barranca corridors shall minimize removal of vegetation; minimize erosion, sedimentation, and runoff; and provide for natural vegetation buffers.

28. Creation of a wetlands using the sanitary treatment plan effluent should be studied and implemented, if feasible, as a way to provide additional wildlife habitat, further filtration and local groundwater recharge.

28. For new development on or adjacent to native habitat areas, the following standards shall apply:
- *Biological surveys/reports shall be required;*
- *Buffer zones shall be maintained between urban development and sensitive native habitats;*
- *Night lighting shall be shielded and no spill over shall occur;*
- *Excessive night lighting shall not be allowed adjacent to sensitive habitats, natural areas, or wildlife corridors.*

29a. To minimize impacts to biological resources as a result of fire management practices, vegetation clearing shall be minimized by avoiding development in dense brush and woodlands. Additionally, fire-resistant plant shall be considered in fire clearance zones. Individual projects shall consider and assess cumulative impacts resulting from required fire clearance zones.

29b. To control the spread of invasive, non-native plants to natural areas, native plant landscaping shall be used in areas adjacent to open space/natural areas. Invasive plants shall not be used.

29c. Flood control projects within or adjacent to natural areas shall be reviewed for potential biological impacts.

29d. Efforts shall be made to reduce the amount of native habitat lost. Native wetland habitat lost shall be compensated for through the development of additional functional wetlands, preferably at the site or otherwise within the updated 1998 Sphere of Influence. Revegetation of temporarily disturbed areas shall utilize native plants. In general, for newly developed areas, a 100-foot buffer is recommended.

29e. Flood control channels shall incorporate natural earthen bottoms and embankments of natural earth stabilized with native vegetation. Biotechnical methods of bank stabilization are environmentally preferable. The use of concreted riprap or large rock is discouraged. Design of the flow channel should account for the natural morphology of the creek. The use of check dams to reduce flow velocities between channel segments may be applicable. The use of loose rock or gabions/rock blankets shall be discouraged.

29f. Culverts under roadways shall be sized to allow the passage of wildlife, and shall be designed such that daylight is visible at both ends (wildlife will not pass through a culvert unless daylight is visible).

29g. Project scheduling shall consider the sensitive reproductive periods of wildlife and avoid disturbance to natural habitats during critical breeding, nesting/denning or fledging periods.

29h. Recreation planning shall consider the location of sensitive biological resources and shall avoid direct and indirect disturbance of these areas.

29i. Trails shall follow existing paths, fencelines, and previously disturbed areas to the greatest extent feasible, and shall minimize grading and the removal of native vegetation.

29j. Horse hitchracks and bicycle racks shall be located away from sensitive resource areas. For example, horses should be excluded from entry into wetland and riparian areas.

29k. Natural migration corridors shall be protected and preserved, with planning for the safe passage of wildlife under busy roadways. Adams Barranca, which presently offers nearly unrestricted movement opportunities from the foothills to the Santa Clara River drainage, shall be maintained in a condition to promote wildlife movement.

29l. New passages intended for use as wildlife movement corridors (i.e., under roadways) must be designed to direct or 'funnel' large animals toward the passageway. This may be achieved through a combination of fencing and dense barrier plantings, as well as the placement of drinking water and vegetative screening for cover.

29m. Homebuyers of property in the Adams Canyon and Fagan Canyon shall be issued educational literature describing the types of wildlife habitat in which they live, and the appropriate methods of interacting with such animals, including coyotes, deer, mountain lions and various smaller mammals, birds, reptiles and amphibians. Appropriate methods of reducing disturbance to such animals, including lighting, landscaping and fencing methods, shall be addressed. Such literature shall be developed at the expense of the developers of these areas. This measure must be included in Specific Plans for expansion areas.

CULTURAL AND HISTORICAL RESOURCES

The City of Santa Paula shall take the following actions to implement the cultural/historic-related conservation and open space goals:

30. Continue to implement a Historic Overlay Zone for portions of the downtown and surrounding historic neighborhoods.

31. Complete a comprehensive historic preservation study for Santa Paula.

32. Establish a program to increase the number of residences protected as historic structures.

33. Consider and evaluate cultural and archaeological resources in the CEQA process and provide full mitigation.

34. Pursue federal designations for all historic districts eligible under the National Trust for Historic Preservations.

34a. Formally recognize seven new historic districts including: Downtown Commercial District, Downtown Residential District, South 7th Street, McKevitt Heights, Park Street, The Oaks, and Richmond Tract.

34b. The City shall implement standards that guide new development and alterations to existing structures within historic districts. Such guidelines shall be developed by a qualified historian, and shall address architecture, landscaping, streets, and hardscape elements within these districts. Standards should be developed such that they address the particular character of individual districts.

ENERGY CONSERVATION

The City of Santa Paula shall take the following actions to implement the energy conservation-related conservation and open space goals:

35. Provide design standards to promote energy efficiency.

MINERAL RESOURCES

The City of Santa Paula shall take the following actions to implement the mineral resources-related conservation and open space goals:

36. Provide a "Mineral Overlay" land use designation on lands that are indicated to be of statewide interest by the Department of Conservation Division of Mines and Geology.

37. Mineral resource management policies should be developed which meet the requirements of SMARA.

WATER RESOURCES

The City of Santa Paula shall take the following actions to implement the water resources-related conservation and open space goals:

38. The City should participate in and support the Santa Clara River Enhancement and Management Plan and provide for its local implementation.

39. Flood inundation maps of Santa Paula should be updated whenever updated information is confirmed by FEMA.

40. Pursue the development of a grey-water ordinance for such projects as golf course developments, etc.

40a. Acquire additional water supply to serve new development.

40b. Adopt a water rights annexation ordinance that would require transfer of existing groundwater rights to the City as a condition of annexing lands for development.

40c. Install a groundwater recharge basin near the Santa Paula Creek floodplain.

40d. Adopt a water conservation fee for new connections and implement a toilet replacement program to provide financial incentives for replacement of high water consumption toilets with low consumption units.

SCENIC RESOURCES

The City of Santa Paula shall take the following actions to implement the scenic resources-related conservation and open space goals:

41. Establish a scenic route in downtown Santa Paula with signage and brochures.

42. Develop standards for new development along the scenic routes designated in this element, including regulation of land uses and intensities, requiring detailed site planning, control of outdoor advertising, control of earth moving, landscaping requirements, architectural control and equipment/storage screening.

43. Review all development proposals in canyon areas with respect to viewshed preservation.

44. Establish the State designation for scenic highways along State Routes 126 and 150.

45. The City should work with Caltrans and the Federal Highway Administration to seek funding to enhance the scenic quality of State Routes 126 and 150.

46. Re-establish the scenic drive through the City of Santa Paula scenic and historic neighborhoods.

PARKS AND RECREATION

The City of Santa Paula shall take the following actions to implement the parks and recreation-related conservation and open space goals:

47. Update the 1973 Master Plan of Parks.

48. Require the dedication and development of pedestrian/bicycle linkages to and along the Santa Clara River at the time of annexation.

49. Develop a plan to promote and enhance the Veterans Memorial Park as a gathering place.

50. Develop an urban plaza and amphitheater in the downtown.

51. Provide for a bike/hike trail along the railroad.

52. Implement a landscaping and linear park program for the railroad right-of-way

53. Work with the VCTC to implement their plans for the railroad corridor.

54. Develop a plan to provide a soccer field, swimming pool, bandstand, equestrian arena, and tennis courts in the City and/or expansion areas to serve residents.

54a. Develop a plan to provide for the establishment of 15 acres of active parks and 100 acres of regional park in the South Mountain expansion area. In addition, the City should explore the option of establishing passive recreational opportunities in Willard Canyon, located in the southernmost portion of the South Mountain expansion area.

55. Develop a plan for a hiking trail along the Santa Clara River from Santa Paula Creek to 12th Street and then from Palm Street to Peck Road and ultimately to Adams Barranca.

56. Develop a plan for a multi-purpose trail in Adams Canyon to be implemented upon annexation of the lands.

57. Develop a plan for a multi-purpose trail in Fagan Canyon to be implemented upon annexation of the lands.

58. Develop a plan for a multi-purpose trail in the small canyons to be implemented upon annexation of the lands.

59. Develop a plan for a multi-purpose trail in the East Area 1 to be implemented upon annexation of the lands.

60. Develop a plan for a multi-purpose trail from the northern-end of Adams Canyon out to the Santa Paula Creek Trail to be implemented upon annexation of the lands.

61. Develop a plan for a festival grounds area.

62. Continue to solicit funds and donations for the Community Center Endowment Fund.

63. Designate bike routes along flood control channels, along Ojai Road, along Santa Paula Street and along Harvard Street.

64. Designate hiking and equestrian trials along flood control channels and Edison right of ways from the mountains to the river.

65. Continue to protect trees through vigorous adherence to the City's Tree Protection Ordinance.

66. Develop a Quimby Ordinance to establish a mechanism to ensure park land development.

67. Prepare and adopt a five-year Capital Improvement Plan to provide for needed park and recreation supply.

VI. RELATIONSHIP TO OTHER ELEMENTS

The Conservation and Open Space Element serves to complement and inform the Land Use Element of this General Plan. Land Uses have been planned to complement and respect natural resource areas. Policies presented herein will serve to inform Land Use policies. Also, the hazards discussed in this element are addressed in greater detail in the Safety Element.

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APPENDIX A

CULTURAL AND HISTORICAL RESOURCES

History. This section describes the existing historic resources in the City of Santa Paula's Area of Interest. This information is based on a report prepared during July and August 1994, by San Buenaventura Research Associates.

The land on which the City of Santa Paula is located was originally a portion of Rancho Santa Paula y Saticoy, lands granted to Manuel Jimeno Casarin in 1843. The rancho contained some 17,773 acres and was granted to Casarin as reward for his services to the Mexican government as Secretary of State under Governor Micheltorena. He apparently never lived on the rancho and died in Mexico in 1853 (Bancroft, 1884: Vol. 4, 692).

Thomas Wallace More and his brothers, Andrew and Henry, purchased the rancho during the 1850's. More had also acquired the neighboring Rancho Sespe in 1854 from the estate of Josefa Carrillo (Cleland, 1953: 84). The California Agriculture Census indicates that by 1860 More had become the largest single landowner in Santa Barbara County, which at the time included all of contemporary Ventura County. T.W. More raised sheep and cattle on the ranchos until the disastrous droughts of the late 1850's and early 1860's forced the brothers to dissolve their partnership and subdivide the rancho lands (Cleland, 1953: 89).

George G. Briggs purchased approximately 15,000 acres of Rancho Santa Paula y Saticoy from More in 1861. Earlier that year Briggs, together with his nephew Jefferson Crane, had visited T.W. More at his adobe residence. All three men had known each other in Ohio where they had lived previously. After purchasing the land from More, Briggs used the two-story adobe built for More by W.D. Hobson as the center of his ranching operations. Briggs, formerly a horticulturist in Marysville, believed he could successfully raise fruit on the land, and planted a 160 acre orchard near the adobe. Discouraged by the continuing drought conditions, and disheartened by the death of his wife, Briggs in 1867 authorized land agent E.B. Higgins to begin subdividing the rancho into 150 acre parcels. These parcels were sold primarily to farmers emigrating from the Northern California gold fields, and the East and Midwest (Sheridan, 1955: 2-7).

In 1872 Nathan Weston Blanchard and his silent partner E.L. Bradley purchased 2,700 acres of Rancho Santa Paula y Saticoy from Higgins, and three years later recorded the townsite of Santa Paula on a portion of it. Blanchard, generally considered the founder of Santa Paula, was born in Madison, Maine in 1831. He arrived in northern California in 1854, during the Gold Rush. He gained financial success in the meat butchering business and the lumber trade in Dutch Flat, a Sierra Nevada gold mining boom-town. He married Ann Elizabeth Hobbs in 1864. Following the death of their first child Dean, they moved to Ventura County in 1872. The Santa Paula townsite, surveyed in 1873 and recorded by Blanchard and Bradley in 1875, was bounded on the north by Santa Paula Street, on the south by Ventura Street, on the east by Twelfth Street and on the west by Mill Street. Blanchard planted seedling orange trees in 1874, and during the late 1880's, constructed the first packing house, located adjacent to the railroad.

In addition to the development of agriculture, oil exploration was occurring in portions of the Santa Clara Valley as early as the 1860's. Some of the first oil explorations in the Santa Paula area occurred in Adams Canyon, where tunnels were drilled horizontally into the hillsides. Sulphur Mountain was also cited in early geology reports as being one of the major oil prospecting regions in California. Thomas Bard, representing Thomas Scott of the Pennsylvania Railroad, arrived in Ventura in 1867 with the intent of purchasing land for this purpose.

Santa Paula had by the early 1880's become the base of operations for Pennsylvania oil developers Wallace L. Hardison and Lyman Stewart. They established the Hardison and Stewart Oil Company offices on Mupu (Main) Street in 1886. In 1890 several small oil companies owned by Hardison, Stewart and Bard joined forces to become the Union Oil Company.

Despite these pioneering efforts, the growth of Santa Paula's agriculture and oil industries was restrained by transportation considerations, until the Southern Pacific railroad arrived in the Santa Clara Valley in 1887. Soon afterwards, citrus cooperatives were established to provide the ranchers with efficient methods of shipping and marketing. Agriculture as an industry (as differentiated from traditional family farming) began in 1893, with the founding of the Limoneira Company west of Santa Paula, and the Teague-McKevett Ranch east of the city. Both companies built their own packing houses and warehouses adjacent to the railroad. By 1890 several other large subdivisions had been added to the original 1875 townsite: the McKevett Tract in 1885, the Orcutt-Moore Tract in 1892, the Hardison-Irwin Tract in 1887 and the Barkla Tract in 1888.

Rapid growth of the community followed the establishment of viable oil and agriculture industries, culminating in the incorporation of the city in 1902. The first two decades of the twentieth century were marked by both the maturation of the citrus industry and the opening of the highly productive South Mountain Oil Fields. The growing profitability of these industries produced Santa Paula's third building wave, the expansive era of the 1920's. Numerous new schools, banks, offices and commercial buildings were built or remodeled. The development of new residential tracts for both the affluent and the working class rapidly transformed Santa Paula's previously rough appearance to one of modernity and respectability.

The Great Depression of the 1930's curtailed economic growth nationwide, resulting in substantially reduced levels of development in Santa Paula. Even during the depths of the Depression, however; the region's robust agricultural industries allowed it to remain a magnet for large numbers of immigrants escaping the "dustbowls" of the Southern Midwest. Despite the relative strength of the local economy, the Santa Paula Airport was one of the few new developments produced during the 1930's. A gradual economic recovery taking place during the late 1930s was cut short by World War II, but was soon followed by a new surge of residential development, particularly during the 1950's and 1960's. During this period the Blanchard orchards west of Palm Avenue were turned over to residential development. The construction of the Santa Paula Freeway during the early 1960's linked the city to the west county, bringing its relative isolation to an end.

Historic Resources Located Within the Present City Limits. These resources include commercial and residential land uses in the urban subdivisions of the Santa Paula Townsite, McKevett, Orcutt-Moore, Hardison-Irwin, Richmond, and Barkla tracts, and many others. All of these subdivisions were platted in the typical frontier gridiron plan, with the rectangular blocks divided into standard lots, and the blocks bisected by alleyways. The specific historic resources are listed in **Appendix B.**

Agricultural parcels featuring residences, barns, outbuildings and orchards that were once located outside of the city, were subdivided 30 to 40 years ago and are now within the corporate limits. Many of these farmsteads which remain today, having been absorbed into urban development, can be found on large city lots containing the remaining residence and outbuildings.

The development of Santa Paula's historic downtown followed the traditional, pre-World War II pattern, with narrow lots, rear alleyways and one- and two-story buildings with three-part facades constructed adjacent to the front property lines. This continuous and thematically homogeneous streetscape, which remains fully evident in Santa Paula, produces a familiar image and intimate scale. While the first generation of wood frame commercial buildings are gone, the majority of their brick replacements remain, with a large degree of architectural integrity intact. Most of the modifications are limited to ground floor openings; even the most altered buildings retain important scale elements and provide visual clues to the original building materials and architectural intent.

The Downtown Commercial area contains historic resources including commercial buildings, churches, fraternal halls, clubhouses, railroad and industrial buildings. Examples of individual properties are: the Southern Pacific Railroad Depot, railroad right-of-way and tracks, the Southern Pacific Milling, People's Lumber Company office building, Electric Light Works building, oil tanks and sheds. Irrigation-related historic features include portions of the original irrigation ditches and water company sheds. An area of South 7th Street has the best-preserved grouping of the working-class neighborhoods that developed south of Main Street between 1913-1930. This area is characterized by relatively small parcels, narrow streets, and one-story frame bungalows and period-revival style dwellings.

The Downtown Residential area of historic resources sensitivity represents the best preserved sections of residential development occurring in Santa Paula during the period 1880-1925. A generally high degree of consistency of scale, materials and integrity are present in this area, although the qualities of recent infill construction and alterations have often been unsympathetic to the historic character. The various modes of the Victorian-period domestic styles are found here, in addition to the later neo-Colonial, California Bungalow and Period Revival residential styles. Historic resources include the lot pattern, period residences, sheds/garages on alleys, street furniture, parkways, streetlights, stone curbs, sidewalks and mature landscape features, such as street trees. An historic resources inventory conducted in 1980-81 covered a significant part of this area, and a small portion has been designated as the City's only historic district.

A portion of the hillside residential tract known as McKevett Heights is distinguished from the Downtown Residential area by virtue of its elevation, curvilinear street pattern, and

architectural character. Development began in the early 1920's, the years of Santa Paula's citrus and oil inspired-prosperity. The McKevett Heights Tract was one of the City's first subdivisions intended to cater to a Santa Paula growing managerial class. The architectural styles represented here are primarily late California Bungalows and Period Revivals, with some modern post-war infill. There is also a distinct grouping of modest, working-class California Bungalows constructed along and adjacent to Park Street during the period 1915-25.

The residential subdivision known as The Oaks developed during the mid-1920s. The Oaks area provided a rustic setting for the construction of homes in the Period Revival styles, particularly Spanish Colonial Revival. This area is characterized by narrow, irregular streets, mature oak trees, river rock walls and generously sized lots. The best-preserved portion of the Richmond Tract, subdivided in 1889 is characterized by the working-class housing constructed over several decades, beginning circa 1900.

Historic Resources Outside the Present City Limits. Numerous historic resources related to settlement and growth exist on the lands outside the City's boundaries. These resources are briefly discussed by geographic area below and are listed in **Appendix B.**

Santa Paula Canyon - Portions of Santa Paula Canyon were originally the eastern-most extent of Mission San Buenaventura lands and used as an *asistencia* (agricultural outpost) for the Mission during the late 1700's and early 1800's. Two nearby Chumash villages, *Sisa* and *Mupu*, provided the labor supply for dry grain farming and stock raising. Water for more intensive agriculture was diverted into the "Old Padre Ditch," an open irrigation ditch running along the west side of Santa Paula Creek, beginning at the confluence of Mud Creek. It is uncertain where the ditch ended (Freeman, 1968:5).

During the 1860's a growing interest in Sulphur Mountain oil brought the first petroleum prospectors into the canyon. Portions of Rancho Ex-Mission San Buenaventura on the west side of the canyon were purchased by the oil pioneering Stanford Brothers. These lands eventually came to be owned by the Union Oil Company. Other oil claims were made on the east side of Santa Paula Creek. The completion of the Public Lands Survey opened government-owned land along the east side of the canyon for homesteading.

The dry farming of grain continued among the earliest Yankee settlers. A gristmill was built by E.B. Higgins in 1871 at the entrance to Santa Paula Canyon (presently, Mill Park). When Nathan Blanchard and E.L. Bradley purchased a portion of Rancho Santa Paula y Saticoy in 1872, they inherited the mill, the flumes, ditches and water rights to Santa Paula Creek. The mill ground barley, wheat and corn for the early settlers (Freeman, 1968: 11).

Agricultural interest in the canyon continued with cattle and sheep raising, bee-keeping and citrus cultivation. The Herman Anlauf Family settled in Santa Paula Canyon during the late 1890's and raised citrus, having first built their first house in Santa Paula in 1894. They settled in a canyon that now bears the family name. Anlauf, one of Santa Paula's first architects, designed and constructed many important buildings, including his own house at 774 Santa Paula-Ojai Road.

Ferndale Ranch, located on the east side of Santa Paula Creek near the northern end of the canyon, is part of the original Chumash Indian Village of *Sisa*. Los Angeles oil industrialist Edward L. Doheny acquired the ranch and had a house constructed there during the 1920's. The Doheny family later donated the ranch to the Catholic Church, and it is now the location of the Thomas Aquinas College campus.

The historic resources presently known to exist within the Santa Paula Canyon area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading, agriculture and oil exploration would probably be discovered in site-specific surveys. Likely oil-related resources include residences, utility buildings, tunnels, bridges, tanks and oil producing equipment.

Santa Clara River Valley-East Area 1 and 2 - Located between Rancho Santa Paula y Saticoy on the west and Rancho Sespe on the east, this area, sometimes referred to as the Santa Clara District, was opened for homesteading, with the first settlers arriving in the late 1860's. The earliest crops were corn and wheat, followed by fruit trees and watermelons. Beekeeping and sheep raising were also practiced during this period. Among its earliest residents were native New Yorker Eben Moore and his family who homesteaded 160 acres in 1869. This land eventually became part of the Teague-McKevett Ranch in 1908.

This area is dominated primarily by the 326-acre Teague-McKevett citrus and avocado ranch located primarily on the north side of State Route 126. Development of the ranch began circa 1910 with the construction of the packing house. The ranch contains numerous buildings including residences, barns, sheds and a packing house. The ranch's significance is tied to its associations with C.C. Teague, and the role he played in the history of the citrus industry in California. Charles C. Teague was perhaps the most influential citrus rancher in Southern California, the director of the Limoneira Company for fifty years, as well as the director of Sunkist Growers Incorporated for an equally long period of time. He has been referred to as the "father of co-operative marketing" of citrus products within

A number of ranch buildings and residences dating from circa 1910-20 are located adjacent and east of the Teague-McKevett Ranch, along Orcutt Road and Peres Lane. Ventura County Landmark No. 46, the Tanner Homestead, circa 1874, is located at 18492 East Telegraph Road on the south side of State Route 126.

The historic resources presently known to exist within the Santa Clara River Valley East planning area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading, and agriculture would probably be discovered in site-specific surveys.

South Mountain - The narrow strip of land between the Santa Clara River and South Mountain was not part of any Spanish or Mexican land grant, and consequently was opened for homesteading during the 1860's. The George M. Richardson family, the first to homestead the area, settled south of the river in 1867. A small family cemetery still exists on Richardson Road. There are also a few early ranch houses and barns remaining off of South Mountain Road that may bear some relationship to early homesteading families.

The area also contains numerous oil derricks, sheds and other oil related buildings and equipment. The development of the South Mountain field occurred during the teens and twenties. The construction of the Willard Bridge (12th Street Bridge) in 1920 provided an important connection between the oil fields and the city of Santa Paula.

The historic resources presently known to exist within the South Mountain planning area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading, agriculture and oil exploration would probably be discovered in site-specific surveys. Likely oil-related resources include residences, utility buildings, tunnels, bridges, tanks and oil producing equipment.

Santa Clara River Valley-West Area 2 - This historically agricultural area was first settled when the former rancho lands were subdivided by George G. Briggs in 1867. Some of the Santa Clara Valley's most significant farmhouses in terms of age, architectural styles and historical importance are located along Telegraph Road, including a large number of Victorian-era farmhouses dating from the 1870's through the 1890's. In addition, these farmhouses have also maintained their historic agricultural setting. Buildings that remain include ranch residences, barns, foreman residences, worker housing, and other agriculture-related buildings.

The historic resources presently known to exist within the Santa Clara River Valley West Planning Area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading and agriculture would probably be discovered in site-specific surveys.

Adams Canyon - Historically part of Rancho Ex-Mission San Buenaventura, Adams Canyon was primarily developed by the oil industry. The first oil tunnels were drilled into the hillsides in Adams Canyon and Salt Marsh Canyon by Josiah Stanford beginning in the early 1860's, with later tunnels dug by Union Oil Company during the early 1890's. All together, approximately 26 tunnels were dug using manual labor. Many of these tunnels exist today and are significant for their distinctive method of oil extraction (Pederson, 1990: 9-11).

The canyon has also been home to ranchers and farmers co-existing with the oil interests. Charles C. Teague rented the land in Adams Canyon in 1894, raising barley. A bunkhouse was known to exist at that time (Teague, 1944: 36).

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Fagan Canyon - Historically this canyon was part of Rancho Ex-Mission San Buenaventura. Michael Fagan, a native of Pennsylvania, arrived in Ventura County in 1869 and later purchased land in the canyon that bears his name. Agriculture has been the principal historic use of the canyon. A small number of residences, barns and sheds related to the historic agricultural uses

of the canyon are known to exist, but could not be inventoried due to lack of access. Resources representing historical themes related to early water development, homesteading and agriculture would probably be discovered in site-specific surveys.

Prehistoric/Archaeological Resources. The City of Santa Paula lies within the historic territory of the Native American group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands (Grant, 1978). The Chumash are subdivided into factions based on six distinct dialects: Barbareno, Ventureno, Purisimeno, Ynezeno, Obispeno, and Island. It is uncertain whether the interior Cuyama in the Santa Paula area spoke a different Chumash language.

The Ventureno were the southernmost Chumash group, occupying most of the area of present day Ventura County, including the Santa Paula area and the southwest corner of Los Angeles County. 41 settlements have been located and the Ventureno Chumash population has been estimated at 2,500 to 4,500 people in 1770 (King, 1969).

Archaeological data indicate that the coastal regions of California were occupied by sedentary populations more than 9,000 years ago. The full development of the Chumash culture, one of the most socially and economically complex hunting and gathering groups in North America occurred during the Late Period (800 - 150 years Before Present) (Arnold, 1987).

The Chumash were very advanced in their culture, social organization, religious beliefs, and art and material object production (Morrato, 1984). Class differentiation, inherited chieftainship, and inter-village alliances were all components of Chumash society. The efficiency of Chumash subsistence patterns is reflected in the larger coastal Chumash villages whose populations exceeded 1,000 residents, making then the most populous aboriginal settlements west of the Mississippi River (Morrato, 1984). The smaller inland villages with populations of 25 to 60 people, were economically allied with the larger coastal villages.

In the Santa Paula region areas of high archaeological sensitivity include the terrace areas abutting the Santa Clara River and lands adjacent to drainage areas. Nearly all the inhabited or inhabitable areas near the City are highly sensitive, indicating that cultural resources are likely to be found. However, site-specific surveys would be required to determine the presence of such resources.

Twenty-one surveys and/or excavations have been in the City's Area of Interest. Several prehistoric sites have been identified by these surveys, most of which are located near one of the many water resources in the area. However, the specific locations of these sites are not included in this report in order to protect these resources. Qualified archaeologists and historians may view the site records, which are on file with the City of Santa Paula.

APPENDIX B

SPECIFIC HISTORIC RESOURCES

APPENDIX A.

CULTURAL AND HISTORICAL RESOURCES

History. This section describes the existing historic resources in the City of Santa Paula's Area of Interest. This information is based on a report prepared during July and August 1994, by San Buenaventura Research Associates.

The land on which the City of Santa Paula is located was originally a portion of Rancho Santa Paula y Saticoy, lands granted to Manuel Jimeno Casarin in 1843. The rancho contained some 17,773 acres and was granted to Casarin as reward for his services to the Mexican government as Secretary of State under Governor Micheltorena. He apparently never lived on the rancho and died in Mexico in 1853 (Bancroft, 1884: Vol. 4, 692).

Thomas Wallace More and his brothers, Andrew and Henry, purchased the rancho during the 1850's. More had also acquired the neighboring Rancho Sespe in 1854 from the estate of Josefa Carrillo (Cleland, 1953: 84). The California Agriculture Census indicates that by 1860 More had become the largest single landowner in Santa Barbara County, which at the time included all of contemporary Ventura County. T.W. More raised sheep and cattle on the ranchos until the disastrous droughts of the late 1850's and early 1860's forced the brothers to dissolve their partnership and subdivide the rancho lands (Cleland, 1953: 89).

George G. Briggs purchased approximately 15,000 acres of Rancho Santa Paula y Saticoy from More in 1861. Earlier that year Briggs, together with his nephew Jefferson Crane, had visited T.W. More at his adobe residence. All three men had known each other in Ohio where they had lived previously. After purchasing the land from More, Briggs used the two-story adobe built for More by W.D. Hobson as the center of his ranching operations. Briggs, formerly a horticulturist in Marysville, believed he could successfully raise fruit on the land, and planted a 160 acre orchard near the adobe. Discouraged by the continuing drought conditions, and disheartened by the death of his wife, Briggs in 1867 authorized land agent E.B. Higgins to begin subdividing the rancho into 150 acre parcels. These parcels were sold primarily to farmers emigrating from the Northern California gold fields, and the East and Midwest (Sheridan, 1955: 2-7).

In 1872 Nathan Weston Blanchard and his silent partner E.L. Bradley purchased 2,700 acres of Rancho Santa Paula y Saticoy from Higgins, and three years later recorded the townsite of Santa Paula on a portion of it. Blanchard, generally considered the founder of Santa Paula, was born in Madison, Maine in 1831. He arrived in northern California in 1854, during the Gold Rush. He gained financial success in the meat butchering business and the lumber trade in Dutch Flat, a Sierra Nevada gold mining boom-town. He married Ann Elizabeth Hobbs in 1864. Following the death of their first child Dean, they moved to Ventura County in 1872. The Santa Paula townsite, surveyed in 1873 and recorded by Blanchard and Bradley in 1875, was bounded on the north by Santa Paula Street, on the south by Ventura Street, on the east by Twelfth Street and on the west by Mill Street. Blanchard planted seedling orange trees in 1874, and during the late 1880's, constructed the first packing house, located adjacent to the railroad.

In addition to the development of agriculture, oil exploration was occurring in portions of the Santa Clara Valley as early as the 1860's. Some of the first oil explorations in the Santa Paula area occurred in Adams Canyon, where tunnels were drilled horizontally into the hillsides. Sulphur Mountain was also cited in early geology reports as being one of the major oil prospecting regions in California. Thomas Bard, representing Thomas Scott of the Pennsylvania Railroad, arrived in Ventura in 1867 with the intent of purchasing land for this purpose.

Santa Paula had by the early 1880's become the base of operations for Pennsylvania oil developers Wallace L. Hardison and Lyman Stewart. They established the Hardison and Stewart Oil Company offices on Mupu (Main) Street in 1886. In 1890 several small oil companies owned by Hardison, Stewart and Bard joined forces to become the Union Oil Company.

Despite these pioneering efforts, the growth of Santa Paula's agriculture and oil industries was restrained by transportation considerations, until the Southern Pacific railroad arrived in the Santa Clara Valley in 1887. Soon afterwards, citrus cooperatives were established to provide the ranchers with efficient methods of shipping and marketing. Agriculture as an industry (as differentiated from traditional family farming) began in 1893, with the founding of the Limoneira Company west of Santa Paula, and the Teague-McKevett Ranch east of the city. Both companies built their own packing houses and warehouses adjacent to the railroad. By 1890 several other large subdivisions had been added to the original 1875 townsite: the McKevett Tract in 1885, the Orcutt-Moore Tract in 1892, the Hardison-Irwin Tract in 1887 and the Barkla Tract in 1888.

Rapid growth of the community followed the establishment of viable oil and agriculture industries, culminating in the incorporation of the city in 1902. The first two decades of the twentieth century were marked by both the maturation of the citrus industry and the opening of the highly productive South Mountain Oil Fields. The growing profitability of these industries produced Santa Paula's third building wave, the expansive era of the 1920's. Numerous new schools, banks, offices and commercial buildings were built or remodeled. The development of new residential tracts for both the affluent and the working class rapidly transformed Santa Paula's previously rough appearance to one of modernity and respectability.

The Great Depression of the 1930's curtailed economic growth nationwide, resulting in substantially reduced levels of development in Santa Paula. Even during the depths of the Depression, however; the region's robust agricultural industries allowed it to remain a magnet for large numbers of immigrants escaping the "dustbowls" of the Southern Midwest. Despite the relative strength of the local economy, the Santa Paula Airport was one of the few new developments produced during the 1930's. A gradual economic recovery taking place during the late 1930s was cut short by World War II, but was soon followed by a new surge of residential development, particularly during the 1950's and 1960's. During this period the Blanchard orchards west of Palm Avenue were turned over to residential development. The construction of the Santa Paula Freeway during the early 1960's linked the city to the west county, bringing its relative isolation to an end.

Historic Resources Located Within the Present City Limits. These resources include commercial and residential land uses in the urban subdivisions of the Santa Paula Townsite, McKevett, Orcutt-Moore, Hardison-Irwin, Richmond, and Barkla tracts, and many others. All of these subdivisions were platted in the typical frontier gridiron plan, with the rectangular blocks divided into standard lots, and the blocks bisected by alleyways. The specific historic resources are listed in **Appendix B.**

Agricultural parcels featuring residences, barns, outbuildings and orchards that were once located outside of the city, were subdivided 30 to 40 years ago and are now within the corporate limits. Many of these farmsteads which remain today, having been absorbed into urban development, can be found on large city lots containing the remaining residence and outbuildings.

The development of Santa Paula's historic downtown followed the traditional, pre-World War II pattern, with narrow lots, rear alleyways and one- and two-story buildings with three-part facades constructed adjacent to the front property lines. This continuous and thematically homogeneous streetscape, which remains fully evident in Santa Paula, produces a familiar image and intimate scale. While the first generation of wood frame commercial buildings are gone, the majority of their brick replacements remain, with a large degree of architectural integrity intact. Most of the modifications are limited to ground floor openings; even the most altered buildings retain important scale elements and provide visual clues to the original building materials and architectural intent.

The Downtown Commercial area contains historic resources including commercial buildings, churches, fraternal halls, clubhouses, railroad and industrial buildings. Examples of individual properties are: the Southern Pacific Railroad Depot, railroad right-of-way and tracks, the Southern Pacific Milling, People's Lumber Company office building, Electric Light Works building, oil tanks and sheds. Irrigation-related historic features include portions of the original irrigation ditches and water company sheds. An area of South 7th Street has the best-preserved grouping of the working-class neighborhoods that developed south of Main Street between 1913-1930. This area is characterized by relatively small parcels, narrow streets, and one-story frame bungalows and period-revival style dwellings.

The Downtown Residential area of historic resources sensitivity represents the best preserved sections of residential development occurring in Santa Paula during the period 1880-1925. A generally high degree of consistency of scale, materials and integrity are present in this area, although the qualities of recent infill construction and alterations have often been unsympathetic to the historic character. The various modes of the Victorian-period domestic styles are found here, in addition to the later neo-Colonial, California Bungalow and Period Revival residential styles. Historic resources include the lot pattern, period residences, sheds/garages on alleys, street furniture, parkways, streetlights, stone curbs, sidewalks and mature landscape features, such as street trees. An historic resources inventory conducted in 1980-81 covered a significant part of this area, and a small portion has been designated as the City's only historic district.

A portion of the hillside residential tract known as McKevett Heights is distinguished from the Downtown Residential area by virtue of its elevation, curvilinear street pattern, and

architectural character. Development began in the early 1920's, the years of Santa Paula's citrus and oil inspired-prosperity. The McKevett Heights Tract was one of the City's first subdivisions intended to cater to a Santa Paula growing managerial class. The architectural styles represented here are primarily late California Bungalows and Period Revivals, with some modern post-war infill. There is also a distinct grouping of modest, working-class California Bungalows constructed along and adjacent to Park Street during the period 1915-25.

The residential subdivision known as The Oaks developed during the mid-1920s. The Oaks area provided a rustic setting for the construction of homes in the Period Revival styles, particularly Spanish Colonial Revival. This area is characterized by narrow, irregular streets, mature oak trees, river rock walls and generously sized lots. The best-preserved portion of the Richmond Tract, subdivided in 1889 is characterized by the working-class housing constructed over several decades, beginning circa 1900.

Historic Resources Outside the Present City Limits. Numerous historic resources related to settlement and growth exist on the lands outside the City's boundaries. These resources are briefly discussed by geographic area below and are listed in **Appendix B.**

Santa Paula Canyon - Portions of Santa Paula Canyon were originally the eastern-most extent of Mission San Buenaventura lands and used as an *asistencia* (agricultural outpost) for the Mission during the late 1700's and early 1800's. Two nearby Chumash villages, *Sisa* and *Mupu*, provided the labor supply for dry grain farming and stock raising. Water for more intensive agriculture was diverted into the "Old Padre Ditch," an open irrigation ditch running along the west side of Santa Paula Creek, beginning at the confluence of Mud Creek. It is uncertain where the ditch ended (Freeman, 1968:5).

During the 1860's a growing interest in Sulphur Mountain oil brought the first petroleum prospectors into the canyon. Portions of Rancho Ex-Mission San Buenaventura on the west side of the canyon were purchased by the oil pioneering Stanford Brothers. These lands eventually came to be owned by the Union Oil Company. Other oil claims were made on the east side of Santa Paula Creek. The completion of the Public Lands Survey opened government-owned land along the east side of the canyon for homesteading.

The dry farming of grain continued among the earliest Yankee settlers. A gristmill was built by E.B. Higgins in 1871 at the entrance to Santa Paula Canyon (presently, Mill Park). When Nathan Blanchard and E.L. Bradley purchased a portion of Rancho Santa Paula y Saticoy in 1872, they inherited the mill, the flumes, ditches and water rights to Santa Paula Creek. The mill ground barley, wheat and corn for the early settlers (Freeman, 1968: 11).

Agricultural interest in the canyon continued with cattle and sheep raising, bee-keeping and citrus cultivation. The Herman Anlauf Family settled in Santa Paula Canyon during the late 1890's and raised citrus, having first built their first house in Santa Paula in 1894. They settled in a canyon that now bears the family name. Anlauf, one of Santa Paula's first architects, designed and constructed many important buildings, including his own house at 774 Santa Paula-Ojai Road.

Ferndale Ranch, located on the east side of Santa Paula Creek near the northern end of the canyon, is part of the original Chumash Indian Village of *Sisa*. Los Angeles oil industrialist Edward L. Doheny acquired the ranch and had a house constructed there during the 1920's. The Doheny family later donated the ranch to the Catholic Church, and it is now the location of the Thomas Aquinas College campus.

The historic resources presently known to exist within the Santa Paula Canyon area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading, agriculture and oil exploration would probably be discovered in site-specific surveys. Likely oil-related resources include residences, utility buildings, tunnels, bridges, tanks and oil producing equipment.

Santa Clara River Valley-East Area 1 and 2 - Located between Rancho Santa Paula y Saticoy on the west and Rancho Sespe on the east, this area, sometimes referred to as the Santa Clara District, was opened for homesteading, with the first settlers arriving in the late 1860's. The earliest crops were corn and wheat, followed by fruit trees and watermelons. Beekeeping and sheep raising were also practiced during this period. Among its earliest residents were native New Yorker Eben Moore and his family who homesteaded 160 acres in 1869. This land eventually became part of the Teague-McKevett Ranch in 1908.

This area is dominated primarily by the 326-acre Teague-McKevett citrus and avocado ranch located primarily on the north side of State Route 126. Development of the ranch began circa 1910 with the construction of the packing house. The ranch contains numerous buildings including residences, barns, sheds and a packing house. The ranch's significance is tied to its associations with C.C. Teague, and the role he played in the history of the citrus industry in California. Charles C. Teague was perhaps the most influential citrus rancher in Southern California, the director of the Limoneira Company for fifty years, as well as the director of Sunkist Growers Incorporated for an equally long period of time. He has been referred to as the "father of co-operative marketing" of citrus products within

A number of ranch buildings and residences dating from circa 1910-20 are located adjacent and east of the Teague-McKevett Ranch, along Orcutt Road and Peres Lane. Ventura County Landmark No. 46, the Tanner Homestead, circa 1874, is located at 18492 East Telegraph Road on the south side of State Route 126.

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The area also contains numerous oil derricks, sheds and other oil related buildings and equipment. The development of the South Mountain field occurred during the teens and twenties. The construction of the Willard Bridge (12th Street Bridge) in 1920 provided an important connection between the oil fields and the city of Santa Paula.

The historic resources presently known to exist within the South Mountain planning area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading, agriculture and oil exploration would probably be discovered in site-specific surveys. Likely oil-related resources include residences, utility buildings, tunnels, bridges, tanks and oil producing equipment.

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Adams Canyon - Historically part of Rancho Ex-Mission San Buenaventura, Adams Canyon was primarily developed by the oil industry. The first oil tunnels were drilled into the hillsides in Adams Canyon and Salt Marsh Canyon by Josiah Stanford beginning in the early 1860's, with later tunnels dug by Union Oil Company during the early 1890's. All together, approximately 26 tunnels were dug using manual labor. Many of these tunnels exist today and are significant for their distinctive method of oil extraction (Pederson, 1990: 9-11).

The canyon has also been home to ranchers and farmers co-existing with the oil interests. Charles C. Teague rented the land in Adams Canyon in 1894, raising barley. A bunkhouse was known to exist at that time (Teague, 1944: 36).

The historic resources presently known to exist within the Adams Canyon planning area should be regarded as only a representative sample. A significant number of additional resources representing historical themes related to early water development, homesteading and agriculture would probably be discovered in site-specific surveys. In addition, a number of other oil-related structures: sheds, derricks, tanks, worker residences and other structures and objects may also remain.

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canyon. A small number of residences, barns and sheds related to the historic agricultural uses of the canyon are known to exist, but could not be inventoried due to lack of access. Resources representing historical themes related to early water development, homesteading and agriculture would probably be discovered in site-specific surveys.

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APPENDIX B.

SPECIFIC HISTORIC RESOURCES

Known and Potential Historic Resources in Santa Paula and Planning Areas

Address	Description	Date	Historical Association	PI Area	Current Designation
200 N 10th St	Depot	1887	Southern Pacific RR Depot	C	☒ Local ☐ State ☐ NRHP
245 S 10th St	Commercial	1928	Familia Diaz Cafe	C	☒ Local ☐ State ☐ NRHP
116 S 11th St	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
144 S 11th St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
402 N 12th St	Commercial	c1910		C	☐ Local ☐ State ☐ NRHP
439 N 12th St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
134 N 13th St	Industrial	c1915		C	☐ Local ☐ State ☐ NRHP
221 S 4th St.	School	1926	Isbell Middle School	C	☒ Local ☐ State ☐ NRHP
404 N 6th St.	School	1936	Santa Paula Union HS	C	☒ Local ☐ State ☐ NRHP
125 S 7th St	Institutional	1917	Ebell Club House	C	☒ Local ☐ State ☒ NRHP
130 S 8th St	SF Residence	c1905	Davis House	C	☐ Local ☐ State ☐ NRHP
144 S 8th St	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
1200 Bedford St.	SF Residence	c1910		C	☐ Local ☐ State ☐ NRHP
1016 Cadway	SF Residence	c1875	Crumrine House	C	☐ Local ☐ State ☐ NRHP
715 Encino Pl	SF Residence	c1905		C	☐ Local ☐ State ☐ NRHP
801 Encino Pl	SF Residence	c1950	Ranch House	C	☐ Local ☐ State ☐ NRHP
216 S Green St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
525 E Main St	SF Residence	1890	Baker House	C	☒ Local ☐ State ☐ NRHP
740 E Main St	Church	1892	Unitarian Universalist Church	C	☒ Local ☐ State ☐ NRHP
868 E Main St	Commercial/Institutional	1905	Oddfellows Hall	C	☒ Local ☐ State ☐ NRHP
1003 E Main St	Commercial	1891	Union Oil Building	C	☒ Local ☒ State ☒ NRHP
1241 E Main St	Commercial	c1925		C	☐ Local ☐ State ☐ NRHP
1245 E Main St	Commercial	c1940		C	☐ Local ☐ State ☐ NRHP
1343 E Main St	Commercial	c1940	So Cal Edison Yard	C	☐ Local ☐ State ☐ NRHP
110 W Main St	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
120 W Main St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
130 W Main St	SF Residence	c1905		C	☐ Local ☐ State ☐ NRHP
230 W Main St	SF Residence	c1905	Weber-Hardison House	C	☐ Local ☐ State ☐ NRHP
250 W Main St	SF Residence	c1910		C	☐ Local ☐ State ☐ NRHP
7 McKevett Heights Rd	SF Residence	1924	Teague Mansion	C	☒ Local ☐ State ☐ NRHP
123 N Mill St	SF Residence	c1885	Logan House	C	☒ Local ☐ State ☐ NRHP
134 N Mill St	Commercial	1910	Glen Tavern Hotel	C	☒ Local ☐ State ☒ NRHP
212 N Mill St	Commercial	1890	Southern Pacific Milling Co.	C	☒ Local ☐ State ☒ NRHP

Ta 1

Known and Potential Historic Resources in Santa Paula and Planning Areas

Address	Description	Date	Historical Association	PI Area	Current Designation
1060 New St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
1104 New St	SF Residence	c1885		C	☐ Local ☐ State ☐ NRHP
1120 New St	SF Residence.	c1885		C	☐ Local ☐ State ☐ NRHP
1180 New St	SF Residence	c1885		C	☐ Local ☐ State ☐ NRHP
401 N Oak St	Multiple Residence	c1915	adobe construction	C	☐ Local ☐ State ☐ NRHP
427 N Oak St	Church	1929	Our Lady of Guadalupe Church	C	☐ Local ☐ State ☐ NRHP
440 N Oak St	SF Residence	c1905		C	☐ Local ☐ State ☐ NRHP
502 N Oak St	Commercial	c1920	Jr's Market	C	☐ Local ☐ State ☐ NRHP
545 N Oak St	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
747 Ojai Rd	SF Residence	c1885	Anlauf House	C	☐ Local ☐ State ☐ NRHP
140 N Ojai St	SF Residence	c1890		C	☐ Local ☐ State ☐ NRHP
215 N Ojai St	Industrial	c1930	Santa Paula Orange Assn	C	☐ Local ☐ State ☐ NRHP
225 N Ojai St	SR Residence	1880	Olive Mann Isbell Residence	C	☐ Local ☐ State ☐ NRHP
303 N Ojai St	SF Residence	c1885		C	☐ Local ☐ State ☐ NRHP
315 N Ojai St	SF Residence	c1885		C	☐ Local ☐ State ☐ NRHP
126 S Ojai St	SF Residence	c1930		C	☐ Local ☐ State ☐ NRHP
136 S Ojai St	Institutional	c1910	Knights of Columbus Hall	C	☐ Local ☐ State ☐ NRHP
145 S Ojai St	Multiple Residence	c1915		C	☐ Local ☐ State ☐ NRHP
214 S Ojai St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
114 N Palm Ave.	Commercial	1928	Nathan W. Blanchard Invest. Co.	C	☐ Local ☐ State ☐ NRHP
159 Pock Rd	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
933 E Pleasant St	SF Residence	1885	Balcom House	C	☒ Local ☐ State ☐ NRHP
955 E Pleasant St	School	1910	McKevett School	C	☒ Local ☐ State ☐ NRHP
829 Railroad Ave	Church	1900	First Christian Church	C	☒ Local ☐ State ☐ NRHP
1295 Richmond Rd	SF Residence	c1915		C	☐ Local ☐ State ☐ NRHP
1332 Richmond Rd	SF Residence	c1890		C	☐ Local ☐ State ☐ NRHP
500 E Santa Barbara St	Agriculture	1923	Santa Paula Citrus Fruit Assn	C	☒ Local ☐ State ☐ NRHP
126 W Santa Barbara St	SF Residence	c1890		C	☐ Local ☐ State ☐ NRHP
Santa Maria St.	Commercial	1930	Santa Paula Airport	C	☐ Local ☐ State ☐ NRHP
E Santa Paula St	Industrial		Unocal Oil facility	C	☐ Local ☐ State ☐ NRHP
701 E Santa Paula St	SF Residence	1903	Sheldon House	C	☒ Local ☐ State ☐ NRHP
715 E Santa Paula St	SF Residence	c1895	Underwood House	C	☒ Local ☐ State ☐ NRHP
805 E Santa Paula St	SF Residence	1900	Teague House	C	☒ Local ☐ State ☐ NRHP

Known and Potential Historic Resources in Santa Paula and Planning Areas

Address	Description	Date	Historical Association	PI Area	Current Designation
933 E Santa Paula St	SF Residence	1895	Corbett House	C	☐ Local ☐ State ☐ NRHP
1029 E Santa Paula St	Church		El Buen Pastor Methodist Church	C	☐ Local ☐ State ☐ NRHP
1300 E Santa Paula St	Industrial	c1920	Associates Insectory	C	☐ Local ☐ State ☐ NRHP
299 W Santa Paula St	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
Santa Paula-Ojai Rd	Park		Mill Park	C	☒ Local ☐ State ☐ NRHP
1226 Santa Paula-Ojai Rd	SF Residence	1884	Hardison House	C	☒ Local ☐ State ☐ NRHP
1301 Santa Paula-Ojai Rd	SF Residence	c1910		C	☐ Local ☐ State ☐ NRHP
1358 Santa Paula-Ojai Rd	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
1625 Santa Paula-Ojai Rd	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
3268 Santa Paula-Ojai Rd	SF Residence	c1925		C	☐ Local ☐ State ☐ NRHP
3864 Santa Paula-Ojai Rd	SF Residence	c1925		C	☐ Local ☐ State ☐ NRHP
413 Santa Paula/Ojai Rd.	SF Residence	1920	adobe	C	☐ Local ☐ State ☐ NRHP
1150 Saticoy St	School	1925	Barbara Webster School	C	☒ Local ☐ State ☐ NRHP
1200 Saticoy St	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
1220 Saticoy St	Commercial		Gil's Market	C	☐ Local ☐ State ☐ NRHP
1221 Saticoy St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
136 S Steckel Dr	SF Residence	c1910		C	☐ Local ☐ State ☐ NRHP
216 S Steckel Dr	SF Residence	c1885		C	☐ Local ☐ State ☐ NRHP
315 Ventura St	SF Residence	c1905		C	☐ Local ☐ State ☐ NRHP
316 Ventura St	Church		Seventh Day Adventist Church	C	☐ Local ☐ State ☐ NRHP
1202 Ventura St	SF Residence	c1895		C	☐ Local ☐ State ☐ NRHP
1220 Ventura St	SF Residence	c1900		C	☐ Local ☐ State ☐ NRHP
1301 Ventura St	Industrial	c1920		C	☐ Local ☐ State ☐ NRHP
701 Virginia Terr	SF Residence	c1895	Logan House	C	☐ Local ☐ State ☐ NRHP
301 W Virginia Terrace	SF Residence	1910	N.W. Blanchard II House	C	☐ Local ☐ State ☐ NRHP
828 Yalo St	SF Residence	c1890	Rico House	C	☒ Local ☐ State ☐ NRHP
Bridge Rd.	Bridge	1911	Steel girder bridge	1	☐ Local ☐ State ☐ NRHP
16870 Bridge Rd.	SF Residence	1915		1	☐ Local ☐ State ☐ NRHP
17070 Bridge Rd.	Residence & farm	1920		1	☐ Local ☐ State ☐ NRHP
17088 Bridge Rd.	Residence & farm	1930	Ohaco Ranch	1	☐ Local ☐ State ☐ NRHP
8743 N Ojai Rd.	Residence & outbuildings	1925	Rancho La Cuesta	1	☐ Local ☐ State ☐ NRHP
10000 N Ojai Rd.	SF Residence	1925	Ferndale Ranch	1	☐ Local ☐ State ☐ NRHP
5338 Rafferty Rd.	SF Residence - ranch	1915		1	☐ Local ☐ State ☐ NRHP

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Known and Potential Historic Resources in Santa Paula and Planning Areas

Address	Description	Date	Historical Association	PI Area	Current Designation
5400 Rafferty Rd.	SF Residence - ranch	1930		1	☐ Local ☐ State ☐ NRHP
Santa Paula-Ojai Rd.	Park and buildings		Stockel Park	1	☐ Local ☐ State ☐ NRHP
4255 Santa Paula-Ojai Rd.	SF Residence			1	☐ Local ☐ State ☐ NRHP
4410 Santa Paula-Ojai Rd.	School	1925	Mupu School	1	☐ Local ☐ State ☐ NRHP
805 Orcutt Rd	SF Residence	c1910		2	☐ Local ☐ State ☐ NRHP
1159 Orcutt Rd	SF Residence	c1935		2	☐ Local ☐ State ☐ NRHP
E Telegraph Rd.	Packing House/Ranch	1910	Teague-McKevett Ranch	2	☐ Local ☐ State ☐ NRHP
17905 E Telegraph Rd.	Industrial			2	☐ Local ☐ State ☐ NRHP
18114 E Telegraph Rd.	Ranch Buildings	c1900		2	☐ Local ☐ State ☐ NRHP
18115 E Telegraph Rd.	Industrial	c1925	Clark Corp	2	☐ Local ☐ State ☐ NRHP
18212 E Telegraph Rd.	Multiple Residence	c1895	Ranch House/Bungalow Ct	2	☐ Local ☐ State ☐ NRHP
18227 E Telegraph Rd.	SF Residence	c1910		2	☐ Local ☐ State ☐ NRHP
18492 E Telegraph Rd	SF Residence	1873	Tanner House	2	☒ Local ☐ State ☐ NRHP
17401 W South Mountain Rd	SF Residence	c1890		3	☐ Local ☐ State ☐ NRHP
14807 W Santa Paula St	SF Residence	c1925		4	☐ Local ☐ State ☐ NRHP
14979 W Santa Paula St	SF Residence	c1915		4	☐ Local ☐ State ☐ NRHP
15216 W Santa Paula St	SF Residence	c1905		4	☐ Local ☐ State ☐ NRHP
15351 W Santa Paula St	SF Residence	c1895		4	☐ Local ☐ State ☐ NRHP
15442 W Santa Paula St	SF Residence	c1885		4	☐ Local ☐ State ☐ NRHP
15821 W Santa Paula St	SF Residence	c1915		4	☐ Local ☐ State ☐ NRHP
14732 W Telegraph Rd	SF Residence	c1885		4	☐ Local ☐ State ☐ NRHP
14857 W Telegraph Rd	SF Residence	c1910		4	☐ Local ☐ State ☐ NRHP
15081 W Telegraph Rd	SF Residence	c1910		4	☐ Local ☐ State ☐ NRHP
15132 W Telegraph Rd	SF Residence	c1890		4	☐ Local ☐ State ☐ NRHP
15257 W Telegraph Rd	SF Residence	c1915		4	☐ Local ☐ State ☐ NRHP
15320 W Telegraph Rd	SF Residence	c1890		4	☐ Local ☐ State ☐ NRHP
15622 W Telegraph Rd	SF Residence	c1915		4	☐ Local ☐ State ☐ NRHP
15665 W Telegraph Rd	SF Residence	c1895		4	☐ Local ☐ State ☐ NRHP
15785 W Telegraph Rd	SF Residence	c1885		4	☐ Local ☐ State ☐ NRHP
537 Todd Lane	SF Residence - ranch	1895		4	☐ Local ☐ State ☐ NRHP
15321 Todd Rd.	SF Residence - ranch	1900		4	☐ Local ☐ State ☐ NRHP
720 Foothill Rd	SF Residence	c1925		5	☐ Local ☐ State ☐ NRHP

STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
11428 W TELEGRAPH RD	GILL RANCH - EMPLOYEE RESIDENCE	(VIC) SANTA PAULA	P	1920	S				107685	HIST.SURV.	3060-0101-0042	05/01/97	3D	AC
11469 W TELEGRAPH RD	DICKENSON RANCH	(VIC) SANTA PAULA	P	1886	B				107686	HIST.SURV.	3060-0101-0043	05/01/97	3D	AC
11470 W TELEGRAPH RD	CHARLES T. WATSON RANCH	(VIC) SANTA PAULA	P	1893	B				107687	HIST.SURV.	3060-0101-0044	05/01/97	3D	AC
11498 W TELEGRAPH RD	ERNST NICHOLS RANCH	(VIC) SANTA PAULA	P	1914	B				107688	HIST.SURV.	3060-0101-0045	05/01/97	3D	AC
11565 W TELEGRAPH RD	CLARENCE HAWLEY RESIDENCE	(VIC) SANTA PAULA	P	1922	B				107689	HIST.SURV.	3060-0101-0046	05/01/97	3D	AC
11617 W TELEGRAPH RD	BERTRAM LEE HAWLEY RESIDENCE	(VIC) SANTA PAULA	P	1930	B				107690	HIST.SURV.	3060-0101-0047	05/01/97	3D	AC
11664 W TELEGRAPH RD	TOM PARKER RANCH-HOUSE	(VIC) SANTA PAULA	P	1935	B				107694	HIST.SURV.	3060-0101-0049	05/01/97	3D	AC
11702 W TELEGRAPH RD	TOM PARKER RANCH	(VIC) SANTA PAULA	P	1935	B				107692	HIST.SURV.	3060-0101-0048	05/01/97	3D	AC
11702 W TELEGRAPH RD	TOM PARKER RANCH EMPLOYEE RESIDENCE	(VIC) SANTA PAULA	P	1935	B				107695	HIST.SURV.	3060-0101-0050	05/01/97	3D	AC
11735 W TELEGRAPH RD	LEE CARROLL HAWLEY RESIDENCE	(VIC) SANTA PAULA	P	1928	B				107700	HIST.SURV.	3060-0101-0051	05/01/97	3D	AC
11736 W TELEGRAPH RD	SHARP-THILLE RANCH OFFICE AND RESIDEN	(VIC) SANTA PAULA	P	1908	B				107708	HIST.SURV.	3060-0101-0053	05/01/97	3D	AC
11840 W TELEGRAPH RD	SHARP-THILLE RANCH	(VIC) SANTA PAULA	P	1890	B				107706	HIST.SURV.	3060-0101-0052	05/01/97	3B	AC
11845 W TELEGRAPH RD	STEELE RANCH	(VIC) SANTA PAULA	P	1898	B				107713	HIST.SURV.	3060-0101-0056	05/01/97	3B	AC
11876 W TELEGRAPH RD	SHARP-THILLE RANCH EMPLOYEE HOUSING	(VIC) SANTA PAULA	P	1910	B				107710	HIST.SURV.	3060-0101-0054	05/01/97	3D	AC
11878 W TELEGRAPH RD	SHARP-THILLE RANCH EMPLOYEE HOUSING	(VIC) SANTA PAULA	P	1922	B				107711	HIST.SURV.	3060-0101-0055	05/01/97	3D	AC
11975 W TELEGRAPH RD	THOMAS W. HARWOOD RESIDENCE	(VIC) SANTA PAULA	P	1898	B				107715	HIST.SURV.	3060-0101-0057	05/01/97	3D	AC
12075 W TELEGRAPH RD	HARWOOD RANCH	(VIC) SANTA PAULA	P	1923	B				107909	HIST.SURV.	3060-0104-0045	05/13/97	3D	AC
12390 W TELEGRAPH RD	EDWARDS RANCH-WALNUT DEHYDRATOR & RES	(VIC) SANTA PAULA	P	1910	B				107836	HIST.SURV.	3060-0103-0011	05/08/97	3D	AC
12484 W TELEGRAPH RD	HENRY FLINT RANCH	(VIC) SANTA PAULA	P	1889	B				107716	HIST.SURV.	3060-0101-0058	05/01/97	3D	AC
12730 W TELEGRAPH RD	EDWARD HENDERSON RANCH	(VIC) SANTA PAULA	P	1935	B				107717	HIST.SURV.	3060-0101-0059	05/01/97	3D	AC
12908 W TELEGRAPH RD	HAINES T. HENDERSON RANCH	(VIC) SANTA PAULA	P	1935	B				107718	HIST.SURV.	3060-0101-0060	05/01/97	3D	AC
13243 W TELEGRAPH RD	CALIFORNIA RANCH COMPANY	(VIC) SANTA PAULA	P	1910	B				107720	HIST.SURV.	3060-0101-0061	05/01/97	3D	AC
13244 W TELEGRAPH RD	CHARLES F. BETHWICK RANCH	(VIC) SANTA PAULA	P	1912	B				107840	HIST.SURV.	3060-0103-0015	05/08/97	3D	AC
13282 W TELEGRAPH RD	EMPLOYEE RESIDENCE	(VIC) SANTA PAULA	P	1912	B				107841	HIST.SURV.	3060-0103-0016	05/08/97	3D	AC
13284 W TELEGRAPH RD	EMPLOYEE RESIDENCE	(VIC) SANTA PAULA	P	1940	B				107842	HIST.SURV.	3060-0103-0017	05/08/97	3D	AC
13660 W TELEGRAPH RD	H.D.L. TODD RANCH	(VIC) SANTA PAULA	P	1922	B				107723	HIST.SURV.	3060-0101-0062	05/01/97	3D	AC
13721 W TELEGRAPH RD	J.F.CUMMINGS RANCH	(VIC) SANTA PAULA	P	1918	B				107728	HIST.SURV.	3060-0101-0063	05/01/97	3D	AC
13932 W TELEGRAPH RD	ELMER OUTLAND RANCH	(VIC) SANTA PAULA	P	1910	B				107749	HIST.SURV.	3060-0101-0064	05/06/97	3B	AC
14051 W TELEGRAPH RD	ERRETT NORMAN RANCH	(VIC) SANTA PAULA	P	1911	B				107750	HIST.SURV.	3060-0101-0065	05/06/97	3D	AC
14081 W TELEGRAPH RD	FENTON NORMAN RANCH	(VIC) SANTA PAULA	P	1911	B				107751	HIST.SURV.	3060-0101-0066	05/06/97	3D	AC
14136 W TELEGRAPH RD	FAREL AYERS RANCH	(VIC) SANTA PAULA	P	1923	B				107752	HIST.SURV.	3060-0101-0067	05/06/97	3B	AC
14216 W TELEGRAPH RD	FAREL AYERS RANCH EMPLOYEE RESIDENCE	(VIC) SANTA PAULA	P	1925	B				107753	HIST.SURV.	3060-0101-0068	05/06/97	3D	AC
14292 W TELEGRAPH RD	BARN	(VIC) SANTA PAULA	P	1886	B				094138	HIST.SURV.	3060-0101-0070	05/06/97	1S	AC
										HIST.RES.	NPS-91000485-0002	04/25/91	1D	BC
14292 W TELEGRAPH RD	MAIN HOUSE	(VIC) SANTA PAULA	P	1894	B				094139	HIST.SURV.	3060-0101-0069	05/06/97	1S	AC
										HIST.RES.	NPS-91000485-0001	04/21/91	1D	BC
14292 W TELEGRAPH RD	NEW BARN	(VIC) SANTA PAULA	P	1982	B				094141	HIST.SURV.	3060-0101-0071	05/06/97	3S	AC
										HIST.RES.	NPS-91000485-0004	04/25/91	6Y3	BC
14323 W TELEGRAPH RD	M.H.ANDERSON RANCH	(VIC) SANTA PAULA	P	1911	B				107755	HIST.SURV.	3060-0101-0073	05/06/97	3D	AC
14438 W TELEGRAPH RD	BRIGGS SCHOOL	(VIC) SANTA PAULA	M	1925	B				107756	HIST.SURV.	3060-0101-0074	05/06/97	3B	AC
14438 W TELEGRAPH RD	BRIGGS SCHOOL QUONSET HUT	(VIC) SANTA PAULA			B				107759	HIST.SURV.	3060-0101-0077	05/06/97	3D	AC
14438 W TELEGRAPH RD	BRIGGS SCHOOL MANUAL TRAINING BUILDIN	(VIC) SANTA PAULA	D		B				107758	HIST.SURV.	3060-0101-0076	05/06/97	3D	AC
14732 W TELEGRAPH RD	ABNER HAINES RANCH	(VIC) SANTA PAULA	P	1872	B				107760	HIST.SURV.	3060-0101-0078	05/06/97	3B	AC
14732 W TELEGRAPH RD	ABNER HAINES RANCH FOREMAN'S RESIDENC	(VIC) SANTA PAULA	P	1920	B				107761	HIST.SURV.	3060-0101-0079	05/06/97	3B	AC
14732 W TELEGRAPH RD	ABNER HAINES RANCH BARNS	(VIC) SANTA PAULA	P	1900	B				107762	HIST.SURV.	3060-0101-0080	05/06/97	3B	AC
14834 W TELEGRAPH RD		(VIC) SANTA PAULA	P	1890	B				107763	HIST.SURV.	3060-0101-0081	05/06/97	3D	AC
14859 W TELEGRAPH RD	JACOB G. NICELY RANCH FOREMAN'S HOUSE	(VIC) SANTA PAULA	P	1920	B				107764	HIST.SURV.	3060-0101-0082	05/06/97	3D	AC
14914 W TELEGRAPH RD	LEONARD CLOW RANCH	(VIC) SANTA PAULA	P	1890	B				107765	HIST.SURV.	3060-0101-0083	05/06/97	3D	AC
14915 W TELEGRAPH RD	JACOB G. NICELY RANCH	(VIC) SANTA PAULA	P	1888	B				107766	HIST.SURV.	3060-0101-0084	05/06/97	3D	AC
15081 W TELEGRAPH RD	HARPOLD RANCH	(VIC) SANTA PAULA	P	1920	B				107767	HIST.SURV.	3060-0101-0085	05/06/97	3D	AC
15090 W TELEGRAPH RD	ROBERT S. COLLEY RANCH	(VIC) SANTA PAULA	P	1890	B				107768	HIST.SURV.	3060-0101-0086	05/06/97	3D	AC
15132 W TELEGRAPH RD	LINEBARGER RANCH	(VIC) SANTA PAULA	P	1888	B				107769	HIST.SURV.	3060-0101-0087	05/06/97	3D	AC
15257 W TELEGRAPH RD	W.A.COLLEY RANCH	(VIC) SANTA PAULA	P	1915	B				107770	HIST.SURV.	3060-0101-0088	05/06/97	3D	AC
15258 W TELEGRAPH RD	RICHARD ATMORE RANCH EMPLOYEE RESIDEN	(VIC) SANTA PAULA	P		B				107772	HIST.SURV.	3060-0101-0090	05/06/97	3D	AC
15320 W TELEGRAPH RD	RICHARD ATMORE RANCH	(VIC) SANTA PAULA	P	1874	B				107771	HIST.SURV.	3060-0101-0089	05/06/97	3D	AC

STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	C	#PR	O	NREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	HRS	CRIT
2666 ALISO CANYON RD	PAXTON RANCH ANCILLARY BUILDINGS	SANTA PAULA	P	1910	B					107616	HIST.SURV.	3060-0101-0002	04/29/97	3D	AC
3536 ALISO CANYON RD	MARRIOTT RANCH	SANTA PAULA	P	1860	B					107617	HIST.SURV.	3060-0101-0003	04/29/97	3D	AC
4215 ALISO CANYON RD	HOBSON BROTHERS RANCH	SANTA PAULA	P	1900	B					107618	HIST.SURV.	3060-0101-0004	04/29/97	3D	AC
201 ANACAPA TERRACE	LESLIE T. SHARP RANCH	SANTA PAULA	P	1928	B					107619	HIST.SURV.	3060-0101-0005	04/29/99	3D	AC
BRIDGE RD	BR 52C-53	SANTA PAULA	C	1941	S					017632	HIST.RES.	DOE-56-85-0001-000	12/24/85	2S1	AC
											PROJ.REVW.	FHWA850823A	09/19/85	2S1	AC
1057 BRIGGS RD	E.E. GERRY RESIDENCE	SANTA PAULA	P	1892	B					107620	HIST.SURV.	3060-0101-0006	04/29/97	3D	AC
121 DAVIS ST	PRESBYTERIAN CHURCH	SANTA PAULA	P	1933	B					017617	HIST.SURV.	3060-0082-0000		5D	
134 DAVIS ST	SAMUEL EDWARDS ASSOCIATES, BOB G. RUS	SANTA PAULA	P	1929	B					017618	HIST.SURV.	3060-0083-0000		5S	
144 DAVIS ST	VTA CNTY CITRUS EXCHANGE, SANTA PAULA	SANTA PAULA	S	1941	B					017619	HIST.SURV.	3060-0084-0000		4S	
147 DAVIS ST		SANTA PAULA	P	1888	B					017620	HIST.SURV.	3060-0085-0000		5S	
148 DAVIS ST		SANTA PAULA	P	1909	B					017621	HIST.SURV.	3060-0086-0000		5S	
216 E MAIN ST	BILLY STEIN RESIDENCE	SANTA PAULA	P	1898	B					017566	HIST.SURV.	3060-0031-0000		5S	
218 E MAIN ST	LUTHER MC ELHANEY RESIDENCE	SANTA PAULA	P	1926	B					017567	HIST.SURV.	3060-0032-0000		5S	
228 E MAIN ST		SANTA PAULA	P	1892	B					017568	HIST.SURV.	3060-0033-0000		5S	
515 E MAIN ST	CHARLES W. BROWNE RESIDENCE	SANTA PAULA	P	1888	B					017569	HIST.SURV.	3060-0034-0000		5S	
525 E MAIN ST	BAKER HOUSE	SANTA PAULA	P	1890	B					017570	HIST.SURV.	3060-0035-0000		3S	
612 E MAIN ST	LEE TAYLOR RESIDENCE	SANTA PAULA	P	1908	B					017571	HIST.SURV.	3060-0036-0000		5S	
616 E MAIN ST	BOWEN APT. 5	SANTA PAULA	P	1921	B					017572	HIST.SURV.	3060-0037-0000		5S	
720 E MAIN ST	DR. JOHN CRAWFORD RESIDENCE	SANTA PAULA	P	1909	B					017573	HIST.SURV.	3060-0038-0000		5S	
722 E MAIN ST	JOSEPH LEAVENS HOUSE	SANTA PAULA	P	1909	B					017574	HIST.SURV.	3060-0039-0000		5S	
740 E MAIN ST	UNITARIAN UNIVERSALIST CHURCH, FIRST	SANTA PAULA	P	1892	B			L		017575	HIST.SURV.	3060-0040-0000		3S	
814 E MAIN ST	BLUMENTHALS DRY GOODS, MOORES FURNITU	SANTA PAULA	P	1929	B					017577	HIST.SURV.	3060-0042-0000		5S	
820 E MAIN ST	BLUMENTHALS, AARDAPPLES APPLIANCES	SANTA PAULA	P	1929	B					017578	HIST.SURV.	3060-0043-0000		5S	
824 E MAIN ST	BAGLEYS PROEBSTEL RESTAURANT / LC FIS	SANTA PAULA	P	1929	B					017579	HIST.SURV.	3060-0044-0000		5S	
834 E MAIN ST	SANTA PAULA FLOWER SHOP	SANTA PAULA	P		B					068928	MAINST.PRG	86SANTA PAULA 10		7K	
835 E MAIN ST	GARAGE, SANTA PAULA SUPERMARKET	SANTA PAULA	P	1913	B					017580	HIST.SURV.	3060-0045-0000		5S	
838 E MAIN ST	RUDD'S CHRISTIAN BOOKSTORE	SANTA PAULA	P		B					068927	MAINST.PRG	86SANTA PAULA 9		7K	
848 E MAIN ST	EAGLE LIVERY AND FEED STABLE, WOODS J	SANTA PAULA	P	1900	B					017582	HIST.SURV.	3060-0047-0000		5S	
854 E MAIN ST	BEN HEDRICK BLDG., CAMOUS SHOP	SANTA PAULA	P	1922	B					017583	HIST.SURV.	3060-0048-0000		5S	
868 E MAIN ST	ODD FELLOW HALL/IOOF (JAY HIGHT), ODD	SANTA PAULA	P	1905	B					017584	ST.FND.PRG	619.0-HP-88-56-006	12/23/88	6	
											HIST.SURV.	3060-0049-0000		3S	
915 E MAIN ST	CASH DRY GOODS/CAUCH'S DRUGS	SANTA PAULA	P		B					068922	MAINST.PRG	86SANTA PAULA 4		7K	
939 E MAIN ST	CAVEHS DRUGS, IRENES	SANTA PAULA	P	1894	B					017586	HIST.SURV.	3060-0051-0000		5S	
941 E MAIN ST	WILLIAM WESSELL HARDWARE & UNDERTAKIN	SANTA PAULA	P	1898	B					017587	HIST.SURV.	3060-0052-0000		5S	
947 E MAIN ST	POST OFFICE, YEPEZ FURNITURE STORE, S	SANTA PAULA	P	1903	B					017588	MAINST.PRG	86SANTA PAULA 1		7K	
											HIST.SURV.	3060-0053-0000		5S	
948 E MAIN ST	1ST NATIONAL BANK, CITIZENS STATE BAN	SANTA PAULA	P	1899	B					017589	HIST.SURV.	3060-0054-0000		5S	
949 E MAIN ST	SAY BROTHERS GENERAL MERCHANDISE STOR	SANTA PAULA	P	1898	B					017590	MAINST.PRG	86SANTA PAULA 7		7K	
											HIST.SURV.	3060-0055-0000		5S	
960 E MAIN ST	TOOKE ASSOCIATES	SANTA PAULA	P		B					068924	MAINST.PRG	86SANTA PAULA 6		7K	
982 E MAIN ST	ELECTRA THEATER, TOWER THEATER	SANTA PAULA	P	1912	B					017591	MAINST.PRG	86SANTA PAULA 8		7K	
											HIST.SURV.	3060-0056-0000		5S	
989 E MAIN ST	TOZIERS DRUG STORE / LIEBERMANS SHOE	SANTA PAULA	P	1926	B					017592	HIST.SURV.	3060-0057-0000		3S	
1003 E MAIN ST	SANTA PAULA HARDWARE CO. BLOCK/UNION	SANTA PAULA	P	1889	B			L	996	017593	HIST.RES.	SHL-0996	02/11/91	7L	
											ST.HS.LDMK	56-0013	02/11/91	7L	
											TAX.CERT.	537.9-56-0002	08/28/86	7L	
											HIST.RES.	NPS-86002619-0000	08/14/86	1S	AC
											HIST.RES.	DOE-56-86-0001-000	06/03/86	2S3	
											TAX.CERT.	537.9-56-0001	06/03/86	2S3	
											HIST.SURV.	3060-0058-0000	01/01/81	3S	
											MAINST.PRG	86SANTA PAULA 12		7K	
1020 E MAIN ST	PROCTER'S ELECTRIC CONNECTION	SANTA PAULA	P		B					068923	MAINST.PRG	86SANTA PAULA 5		7K	
E PLEASANT ST	E PLEASANT ST	SANTA PAULA	P	1885	D	49		L		017344	HIST.SURV.	3060-0002-9999		5S	
600 E PLEASANT ST	1ST CHURCH OF CHRIST, SCIENTIST	SANTA PAULA	P	1929	B					017295	HIST.SURV.	3060-0002-0001		5D	
603 E PLEASANT ST		SANTA PAULA	P	1909	B					017296	HIST.SURV.	3060-0002-0002		5D	

STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	C	#PR OTHREG CHL#	PROP-# OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
611 E PLEASANT ST		SANTA PAULA	P	1910	B		017297	HIST.SURV.	3060-0002-0003		5D
617 E PLEASANT ST		SANTA PAULA	P	1910	B		017298	HIST.SURV.	3060-0002-0004		5D
621 E PLEASANT ST		SANTA PAULA	P	1909	B		017299	HIST.SURV.	3060-0002-0005		5D
627 E PLEASANT ST		SANTA PAULA	P	1909	B		017300	HIST.SURV.	3060-0002-0006		5D
703 E PLEASANT ST		SANTA PAULA	P	1912	B		017301	HIST.SURV.	3060-0002-0007		5D
707 E PLEASANT ST		SANTA PAULA	P	1970	B		017302	HIST.SURV.	3060-0002-0008		6
708 E PLEASANT ST		SANTA PAULA	P	1925	B		017309	HIST.SURV.	3060-0002-0015		5D
711 E PLEASANT ST		SANTA PAULA	P	1970	B		017303	HIST.SURV.	3060-0002-0009		6
712 E PLEASANT ST		SANTA PAULA	P	1940	B		017310	HIST.SURV.	3060-0002-0016		5D
719 E PLEASANT ST		SANTA PAULA	P	1920	B		017304	HIST.SURV.	3060-0002-0010		5D
723 E PLEASANT ST		SANTA PAULA	P	1909	B		017305	HIST.SURV.	3060-0002-0011		5D
727 E PLEASANT ST		SANTA PAULA	P	1909	B		017306	HIST.SURV.	3060-0002-0012		5D
728 E PLEASANT ST		SANTA PAULA	P	1922	B		017311	HIST.SURV.	3060-0002-0017		5D
730 E PLEASANT ST		SANTA PAULA	P	1922	B		017312	HIST.SURV.	3060-0002-0018		5D
731 E PLEASANT ST		SANTA PAULA	P	1960	B		017320	HIST.SURV.	3060-0002-0026		5D
735 E PLEASANT ST		SANTA PAULA	P	1909	B		017307	HIST.SURV.	3060-0002-0013		5D
739 E PLEASANT ST		SANTA PAULA	P	1960	B		017308	HIST.SURV.	3060-0002-0014		6
803 E PLEASANT ST		SANTA PAULA	P	1921	B		017313	HIST.SURV.	3060-0002-0019		5D
809 E PLEASANT ST		SANTA PAULA	P	1912	B		017321	HIST.SURV.	3060-0002-0027		5D
811 E PLEASANT ST		SANTA PAULA	P	1911	B		017322	HIST.SURV.	3060-0002-0028		5D
812 E PLEASANT ST		SANTA PAULA	P	1925	B		017323	HIST.SURV.	3060-0002-0029		5D
814 E PLEASANT ST		SANTA PAULA	P	1925	B		017324	HIST.SURV.	3060-0002-0030		5D
815 E PLEASANT ST		SANTA PAULA	P	1921	B		017314	HIST.SURV.	3060-0002-0020		5D
816 E PLEASANT ST		SANTA PAULA	P	1935	B		017325	HIST.SURV.	3060-0002-0031		5D
818 E PLEASANT ST		SANTA PAULA	P	1915	B		017326	HIST.SURV.	3060-0002-0032		5D
822 E PLEASANT ST		SANTA PAULA	P	1915	B		017327	HIST.SURV.	3060-0002-0033		5D
823 E PLEASANT ST		SANTA PAULA	P	1928	B		017328	HIST.SURV.	3060-0002-0034		5D
824 E PLEASANT ST		SANTA PAULA	P	1925	B		017329	HIST.SURV.	3060-0002-0035		5D
829 E PLEASANT ST		SANTA PAULA	P	1920	B		017330	HIST.SURV.	3060-0002-0036		5D
831 E PLEASANT ST		SANTA PAULA	P	1930	B		017331	HIST.SURV.	3060-0002-0037		5D
901 E PLEASANT ST		SANTA PAULA	P	1890	B		017315	HIST.SURV.	3060-0002-0021		3S
902 E PLEASANT ST		SANTA PAULA	P	1925	B		017332	HIST.SURV.	3060-0002-0038		5D
904 E PLEASANT ST		SANTA PAULA	P	1915	B		017333	HIST.SURV.	3060-0002-0039		5D
905 E PLEASANT ST		SANTA PAULA	P	1905	B		017334	HIST.SURV.	3060-0002-0040		5D
908 E PLEASANT ST		SANTA PAULA	P	1915	B		017336	HIST.SURV.	3060-0002-0042		5D
909 E PLEASANT ST		SANTA PAULA	P	1960	B		017337	HIST.SURV.	3060-0002-0043		5D
910 E PLEASANT ST		SANTA PAULA	P	1910	B		017338	HIST.SURV.	3060-0002-0044		5D
914 E PLEASANT ST		SANTA PAULA	P	1920	B		017339	HIST.SURV.	3060-0002-0045		5D
915 E PLEASANT ST		SANTA PAULA	P	1920	B		017316	HIST.SURV.	3060-0002-0022		5D
919 E PLEASANT ST		SANTA PAULA	P	1920	B		017340	HIST.SURV.	3060-0002-0046		5D
920 E PLEASANT ST		SANTA PAULA	P	1920	B		017341	HIST.SURV.	3060-0002-0047		5D
925 E PLEASANT ST		SANTA PAULA	P	1965	B		017342	HIST.SURV.	3060-0002-0048		6
926 E PLEASANT ST		SANTA PAULA	P	1920	B		017343	HIST.SURV.	3060-0002-0049		5D
933 E PLEASANT ST		SANTA PAULA	P	1885	B		017317	HIST.SURV.	3060-0002-0023		4S
955 E PLEASANT ST	NORTH GRAMMAR SCHOOL, MC KEVETT SCHOO	SANTA PAULA	U	1911	B		017318	HIST.SURV.	3060-0002-0024		3D
968 E PLEASANT ST		SANTA PAULA	P	1889	B		017319	HIST.SURV.	3060-0002-0025		4S
312 E SANTA BARBARA ST		SANTA PAULA	P	1897	B		017556	HIST.SURV.	3060-0021-0000		5S
500 E SANTA BARBARA ST	SANTA PAULA CITRUS FRUIT ASSC., BUENA	SANTA PAULA	P	1923	B		017559	HIST.SURV.	3060-0024-0000		4S
712 E SANTA BARBARA ST		SANTA PAULA	P	1895	B		017560	HIST.SURV.	3060-0025-0000		5S
740 E SANTA BARBARA ST	REV. E.R. MILLS HOUSE	SANTA PAULA	P	1892	B		017561	HIST.SURV.	3060-0026-0000		5S
815 E SANTA BARBARA ST	VTA CTY AGRICULTURAL BLDG & JUSTICE C	SANTA PAULA	C	1929	B		017562	HIST.SURV.	3060-0027-0000		5S
912 E SANTA BARBARA ST		SANTA PAULA	P	1895	B		017563	HIST.SURV.	3060-0028-0000		5S
916 E SANTA BARBARA ST		SANTA PAULA	P	1900	B		017564	HIST.SURV.	3060-0029-0000		5S
920 E SANTA BARBARA ST		SANTA PAULA	P	1900	B		017565	HIST.SURV.	3060-0030-0000		5S
502 E SANTA PAULA ST		SANTA PAULA	P	1925	B		017234	HIST.SURV.	3060-0001-0001		4D
506 E SANTA PAULA ST		SANTA PAULA	P	1912	B		017235	HIST.SURV.	3060-0001-0002		4D

STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
510 E SANTA PAULA ST		SANTA PAULA	P	1903	B				017236	HIST.SURV.	3060-0001-0003			4D
512 E SANTA PAULA ST		SANTA PAULA	P	1920	B				017237	HIST.SURV.	3060-0001-0004			4D
518 E SANTA PAULA ST		SANTA PAULA	P	1905	B				017238	HIST.SURV.	3060-0001-0005			4D
522 E SANTA PAULA ST		SANTA PAULA	P	1915	B				017239	HIST.SURV.	3060-0001-0006			4D
600 E SANTA PAULA ST	E. SANTA PAULA ST.	SANTA PAULA	P	1890	D	60			017294	HIST.SURV.	3060-0001-9999			4S
601 E SANTA PAULA ST		SANTA PAULA	P	1911	B				017240	HIST.SURV.	3060-0001-0007			4D
602 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017245	HIST.SURV.	3060-0001-0012			4D
607 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017241	HIST.SURV.	3060-0001-0008			4D
608 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017246	HIST.SURV.	3060-0001-0013			4D
614 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017247	HIST.SURV.	3060-0001-0014			4D
615 E SANTA PAULA ST		SANTA PAULA	P	1912	B				017242	HIST.SURV.	3060-0001-0009			4D
618 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017248	HIST.SURV.	3060-0001-0015			4D
621 E SANTA PAULA ST		SANTA PAULA	P	1912	B				017243	HIST.SURV.	3060-0001-0010			4D
622 E SANTA PAULA ST		SANTA PAULA	P	1915	B				017249	HIST.SURV.	3060-0001-0016			4D
627 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017244	HIST.SURV.	3060-0001-0011			4D
628 E SANTA PAULA ST		SANTA PAULA	P	1910	B				017250	HIST.SURV.	3060-0001-0017			4D
702 E SANTA PAULA ST		SANTA PAULA	P	1902	B				017259	HIST.SURV.	3060-0001-0026			4D
703 E SANTA PAULA ST		SANTA PAULA	P	1903	B				017251	HIST.SURV.	3060-0001-0018			4D
706 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017260	HIST.SURV.	3060-0001-0027			4D
707 E SANTA PAULA ST		SANTA PAULA	P	1907	B				017252	HIST.SURV.	3060-0001-0019			4D
710 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017261	HIST.SURV.	3060-0001-0028			4D
711 E SANTA PAULA ST		SANTA PAULA	P	1897	B				017253	HIST.SURV.	3060-0001-0020			4B
714 E SANTA PAULA ST		SANTA PAULA	P	1903	B				017262	HIST.SURV.	3060-0001-0029			4D
715 E SANTA PAULA ST		SANTA PAULA	P	1895	B				017254	HIST.SURV.	3060-0001-0021			4B
718 E SANTA PAULA ST		SANTA PAULA	P	1900	B				017263	HIST.SURV.	3060-0001-0030			4D
722 E SANTA PAULA ST		SANTA PAULA	P	1920	B				017264	HIST.SURV.	3060-0001-0031			4D
724 E SANTA PAULA ST		SANTA PAULA	P	1910	B				017265	HIST.SURV.	3060-0001-0032			4D
725 E SANTA PAULA ST		SANTA PAULA	P	1891	B				017255	HIST.SURV.	3060-0001-0022			4D
729 E SANTA PAULA ST		SANTA PAULA	P	1941	B				017256	HIST.SURV.	3060-0001-0023			6
730 E SANTA PAULA ST		SANTA PAULA	P	1921	B				017266	HIST.SURV.	3060-0001-0033			4D
733 E SANTA PAULA ST		SANTA PAULA	P	1900	B				017257	HIST.SURV.	3060-0001-0024			4D
738 E SANTA PAULA ST		SANTA PAULA	P	1934	B				017267	HIST.SURV.	3060-0001-0034			5S
741 E SANTA PAULA ST		SANTA PAULA	P	1922	B				017258	HIST.SURV.	3060-0001-0025			4D
805 E SANTA PAULA ST		SANTA PAULA	P	1903	B				017268	HIST.SURV.	3060-0001-0035			3S
806 E SANTA PAULA ST		SANTA PAULA	P	1909	B				017270	HIST.SURV.	3060-0001-0037			4D
811 E SANTA PAULA ST		SANTA PAULA	P	1907	B				017282	HIST.SURV.	3060-0001-0049			4D
816 E SANTA PAULA ST		SANTA PAULA	P	1912	B				017271	HIST.SURV.	3060-0001-0038			4D
817 E SANTA PAULA ST		SANTA PAULA	P	1950	B				017283	HIST.SURV.	3060-0001-0050			6
820 E SANTA PAULA ST		SANTA PAULA	P	1912	B				017272	HIST.SURV.	3060-0001-0039			4D
821 E SANTA PAULA ST		SANTA PAULA	P	1950	B				017284	HIST.SURV.	3060-0001-0051			6
829 E SANTA PAULA ST		SANTA PAULA	P	1913	B				017269	HIST.SURV.	3060-0001-0036			4D
830 E SANTA PAULA ST		SANTA PAULA	P	1906	B				017274	HIST.SURV.	3060-0001-0041			4B
902 E SANTA PAULA ST	ST. SEBASTIANS CATHOLIC CHURCH	SANTA PAULA	P	1951	B				017276	HIST.SURV.	3060-0001-0043			5S
903 E SANTA PAULA ST		SANTA PAULA	P	1926	B				017285	HIST.SURV.	3060-0001-0052			4D
905 E SANTA PAULA ST		SANTA PAULA	P	1923	B				017286	HIST.SURV.	3060-0001-0053			4D
910 E SANTA PAULA ST		SANTA PAULA	P	1912	B				017277	HIST.SURV.	3060-0001-0044			4D
911 E SANTA PAULA ST		SANTA PAULA	P	1924	B				017287	HIST.SURV.	3060-0001-0054			4D
913 E SANTA PAULA ST		SANTA PAULA	P	1915	B				017288	HIST.SURV.	3060-0001-0055			4D
916 E SANTA PAULA ST		SANTA PAULA	P	1912	B				017278	HIST.SURV.	3060-0001-0045			4D
917 E SANTA PAULA ST		SANTA PAULA	P	1921	B				017289	HIST.SURV.	3060-0001-0056			4D
920 E SANTA PAULA ST		SANTA PAULA	P	1890	B				017279	HIST.SURV.	3060-0001-0046			4D
921 E SANTA PAULA ST		SANTA PAULA	P	1923	B				017290	HIST.SURV.	3060-0001-0057			4D
933 E SANTA PAULA ST		SANTA PAULA	P	1895	B				017275	HIST.SURV.	3060-0001-0042			3S
955 E SANTA PAULA ST		SANTA PAULA	P	1925	B				017291	HIST.SURV.	3060-0001-0058			4D
960 E SANTA PAULA ST		SANTA PAULA	P	1912	B				017280	HIST.SURV.	3060-0001-0047			4D
961 E SANTA PAULA ST		SANTA PAULA	P	1950	B				017292	HIST.SURV.	3060-0001-0059			6

STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
965 E SANTA PAULA ST		SANTA PAULA	P	1925	B				017293	HIST.SURV.	3060-0001-0060			4D
966 E SANTA PAULA ST		SANTA PAULA	P	1923	B				017281	HIST.SURV.	3060-0001-0048			4D
18901 E TELEGRAPH RD	BUILDING AT 18901 EAST TELEGRAPH ROAD	SANTA PAULA	U	1880	B				069656	HIST.RES.	DOE-56-80-0001-000	03/06/80	2S1	AC
										PROJ.REVW.	FHWA741015A	10/20/79	2S1	
19304 E TELEGRAPH RD	BUILDING AT 19304 EAST TELEGRAPH ROAD	SANTA PAULA	U		B				069657	HIST.RES.	DOE-56-80-0003-000	03/06/80	2S1	AC
										PROJ.REVW.	FHWA741015A	10/20/79	2S1	
19311 E TELEGRAPH RD	BUILDING AT 19311 EAST TELEGRAPH ROAD	SANTA PAULA	U	1890	B				069658	HIST.RES.	DOE-56-80-0004-000	03/06/80	2S1	AC
										PROJ.REVW.	FHWA741015A	10/20/79	2S1	
20030 E TELEGRAPH RD	SANTA CLARA SCHOOL/LITTLE RED SCHOOLH	SANTA PAULA	S	1896	B		C		069660	HIST.RES.	DOE-56-80-0002-000	03/06/80	2S1	AC
										PROJ.REVW.	FHWA741015A	10/20/79	2S1	
										HIST.RES.	SPHI-VEN-001	05/02/73	7L	
GLEN WY	GLEN WY.	SANTA PAULA	P	1922	D	7	L		017546	HIST.SURV.	3060-0011-9999			5S
908 GLEN WY		SANTA PAULA	P	1945	B				017540	HIST.SURV.	3060-0011-0002			5D
909 GLEN WY		SANTA PAULA	P	1925	B				017541	HIST.SURV.	3060-0011-0003			5D
912 GLEN WY		SANTA PAULA	P	1925	B				017542	HIST.SURV.	3060-0011-0004			5D
913 GLEN WY		SANTA PAULA	P	1922	B				017543	HIST.SURV.	3060-0011-0005			5D
916 GLEN WY		SANTA PAULA	P	1924	B				017539	HIST.SURV.	3060-0011-0001			5D
919 GLEN WY		SANTA PAULA	P	1922	B				017544	HIST.SURV.	3060-0011-0006			5D
921 GLEN WY		SANTA PAULA	P	1926	B				017545	HIST.SURV.	3060-0011-0007			5D
HARVARD BLVD	PORTOLA EXPEDITION CAMPSITE	SANTA PAULA	H		C		S	727	090669	HIST.RES.	SHL-0727	02/05/60	7L	
800 MAIN ST	H I Q BROWN BLDG., YAMAHA OF SANTA PA	SANTA PAULA	P	1929	B				017576	HIST.SURV.	3060-0041-0000			5S
825 MAIN ST	MICK'S NEWSTAND/VINCE'S CAFE	SANTA PAULA	P		B				068920	MAINST.PRG	86SANTA PAULA 2			7K
840 MAIN ST	SANTA PAULA HARDWARE CO., THE TOGGERY	SANTA PAULA	P	1926	B				017581	HIST.SURV.	3060-0046-0000			5S
N 10TH ST	N. 10TH ST.	SANTA PAULA	P	1892	D	23	L		017528	HIST.SURV.	3060-0009-9999			5S
117 N 10TH ST	LIMONIERA BLDG., SANTA PAULA WATER WK	SANTA PAULA	P	1923	B				017622	HIST.SURV.	3060-0087-0000			4S
200 N 10TH ST	SO. PACIFIC DEPOT, CHAMBER OF COMMERC	SANTA PAULA	PM	1887	B				017623	PROJ.REVW.	HUD960711C	09/03/96	2S2	A
										HIST.SURV.	3060-0088-0000			3S
235 N 10TH ST	MILTON G. DEMAREST RESIDENCE	SANTA PAULA	P	1905	B				017630	HIST.SURV.	3060-0095-0000			5S
302 N 10TH ST		SANTA PAULA	P	1915	B				017510	HIST.SURV.	3060-0009-0006			5D
306 N 10TH ST		SANTA PAULA	P	1960	B				017511	HIST.SURV.	3060-0009-0007			6
310 N 10TH ST		SANTA PAULA	P	1905	B				017512	HIST.SURV.	3060-0009-0008			5D
314 N 10TH ST		SANTA PAULA	P	1910	B				017505	HIST.SURV.	3060-0009-0001			5D
318 N 10TH ST		SANTA PAULA	P	1960	B				017513	HIST.SURV.	3060-0009-0009			6
319 N 10TH ST		SANTA PAULA	P	1925	B				017516	HIST.SURV.	3060-0009-0012			5D
321 N 10TH ST		SANTA PAULA	P	1915	B				017517	HIST.SURV.	3060-0009-0013			5D
322 N 10TH ST		SANTA PAULA	P	1955	B				017514	HIST.SURV.	3060-0009-0010			5D
325 N 10TH ST		SANTA PAULA	P	1905	B				017518	HIST.SURV.	3060-0009-0014			5D
326 N 10TH ST		SANTA PAULA	P	1910	B				017515	HIST.SURV.	3060-0009-0011			5D
331 N 10TH ST		SANTA PAULA	P	1960	B				017519	HIST.SURV.	3060-0009-0015			6
335 N 10TH ST		SANTA PAULA	P	1900	B				017520	HIST.SURV.	3060-0009-0016			5D
401 N 10TH ST		SANTA PAULA	P	1892	B				017506	HIST.SURV.	3060-0009-0002			5D
405 N 10TH ST		SANTA PAULA	P	1915	B				017521	HIST.SURV.	3060-0009-0017			5D
409 N 10TH ST		SANTA PAULA	P	1910	B				017522	HIST.SURV.	3060-0009-0018			5D
415 N 10TH ST		SANTA PAULA	P	1923	B				017523	HIST.SURV.	3060-0009-0019			5D
419 N 10TH ST		SANTA PAULA	P	1897	B				017507	HIST.SURV.	3060-0009-0003			5D
423 N 10TH ST		SANTA PAULA	P	1923	B				017524	HIST.SURV.	3060-0009-0020			5D
427 N 10TH ST		SANTA PAULA	P	1914	B				017525	HIST.SURV.	3060-0009-0021			5D
433 N 10TH ST		SANTA PAULA	P	1921	B				017526	HIST.SURV.	3060-0009-0022			5D
437 N 10TH ST		SANTA PAULA	P	1922	B				017527	HIST.SURV.	3060-0009-0023			5D
445 N 10TH ST		SANTA PAULA	P	1909	B				017508	HIST.SURV.	3060-0009-0004			5D
447 N 10TH ST	GARDEN MKT	SANTA PAULA	P	1929	B				017509	HIST.SURV.	3060-0009-0005			5D
N 6TH ST	N. 6TH ST.	SANTA PAULA	SP	1909	D	24	L		017399	HIST.SURV.	3060-0004-9999			5S
203 N 6TH ST		SANTA PAULA	P	1920	B				017380	HIST.SURV.	3060-0004-0006			5D
209 N 6TH ST		SANTA PAULA	P	1921	B				017381	HIST.SURV.	3060-0004-0007			5D
210 N 6TH ST		SANTA PAULA	P	1923	B				017386	HIST.SURV.	3060-0004-0012			5D
211 N 6TH ST		SANTA PAULA	P	1920	B				017375	HIST.SURV.	3060-0004-0001			5D

STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	S	MOR	DIRREG	CHLR	PROP-#	DUP-PROC	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
215 N 6TH ST		SANTA PAULA	P	1920	B						017376 HIST.SURV.	3060-0004-0002		5D
216 N 6TH ST		SANTA PAULA	P	1926	B						017387 HIST.SURV.	3060-0004-0013		5D
217 N 6TH ST		SANTA PAULA	P	1927	B						017382 HIST.SURV.	3060-0004-0008		5D
218 N 6TH ST		SANTA PAULA	P	1921	B						017388 HIST.SURV.	3060-0004-0014		5D
221 N 6TH ST		SANTA PAULA	P	1920	B						017383 HIST.SURV.	3060-0004-0009		5D
222 N 6TH ST		SANTA PAULA	P	1922	B						017389 HIST.SURV.	3060-0004-0015		5D
223 N 6TH ST		SANTA PAULA	P	1918	B						017384 HIST.SURV.	3060-0004-0010		5D
226 N 6TH ST		SANTA PAULA	P	1925	B						017390 HIST.SURV.	3060-0004-0016		5D
227 N 6TH ST		SANTA PAULA	P	1909	B						017377 HIST.SURV.	3060-0004-0003		5D
230 N 6TH ST		SANTA PAULA	P	1921	B						017391 HIST.SURV.	3060-0004-0017		5D
231 N 6TH ST		SANTA PAULA	P	1926	B						017385 HIST.SURV.	3060-0004-0011		5D
235 N 6TH ST		SANTA PAULA	P	1930	B						017392 HIST.SURV.	3060-0004-0018		5D
237 N 6TH ST		SANTA PAULA	P	1930	B						017393 HIST.SURV.	3060-0004-0019		5D
239 N 6TH ST		SANTA PAULA	P	1928	B						017394 HIST.SURV.	3060-0004-0020		5D
242 N 6TH ST		SANTA PAULA	P	1922	B						017395 HIST.SURV.	3060-0004-0021		5D
300 N 6TH ST		SANTA PAULA	P	1935	B						017379 HIST.SURV.	3060-0004-0005		5D
306 N 6TH ST	SANTA PAULA HIGH SCHOOL	SANTA PAULA	P	1925	B						017378 HIST.SURV.	3060-0004-0004		4S
310 N 6TH ST		SANTA PAULA	P	1926	B						017396 HIST.SURV.	3060-0004-0022		5D
314 N 6TH ST		SANTA PAULA	P	1927	B						017397 HIST.SURV.	3060-0004-0023		5D
329 N 6TH ST		SANTA PAULA	P	1945	B						017398 HIST.SURV.	3060-0004-0024		5D
100 W 7TH ST	W. 7TH ST.	SANTA PAULA	P	1899	D	32					017432 HIST.SURV.	3060-0005-9999		5S
105 W 7TH ST	MASONIC TEMPLE	SANTA PAULA	P	1930	B						017608 HIST.SURV.	3060-0073-0000		5S
110 W 7TH ST		SANTA PAULA	P	1900	B						017609 HIST.SURV.	3060-0074-0000		5S
126 W 7TH ST		SANTA PAULA	P	1899	B						017610 HIST.SURV.	3060-0075-0000		5S
202 W 7TH ST		SANTA PAULA	P	1923	B						017410 HIST.SURV.	3060-0005-0011		5D
206 W 7TH ST		SANTA PAULA	P	1922	B						017411 HIST.SURV.	3060-0005-0012		5D
210 W 7TH ST		SANTA PAULA	P	1921	B						017412 HIST.SURV.	3060-0005-0013		5D
212 W 7TH ST		SANTA PAULA	P	1892	B						017400 HIST.SURV.	3060-0005-0001		5D
216 W 7TH ST		SANTA PAULA	P	1922	B						017413 HIST.SURV.	3060-0005-0014		5D
217 W 7TH ST		SANTA PAULA	P	1899	B						017401 HIST.SURV.	3060-0005-0002		5D
221 W 7TH ST		SANTA PAULA	P	1899	B						017402 HIST.SURV.	3060-0005-0003		5D
222 W 7TH ST		SANTA PAULA	P	1910	B						017403 HIST.SURV.	3060-0005-0004		5D
224 W 7TH ST		SANTA PAULA	P	1918	B						017404 HIST.SURV.	3060-0005-0005		5D
225 W 7TH ST		SANTA PAULA	P	1963	B						017408 HIST.SURV.	3060-0005-0009		6
229 W 7TH ST		SANTA PAULA	P	1923	B						017409 HIST.SURV.	3060-0005-0010		5D
230 W 7TH ST		SANTA PAULA	P	1910	B						017405 HIST.SURV.	3060-0005-0006		5D
232 W 7TH ST		SANTA PAULA	P	1922	B						017414 HIST.SURV.	3060-0005-0015		5D
234 W 7TH ST		SANTA PAULA	P	1922	B						017415 HIST.SURV.	3060-0005-0016		5D
316 W 7TH ST		SANTA PAULA	P	1916	B						017419 HIST.SURV.	3060-0005-0020		5D
320 W 7TH ST		SANTA PAULA	P	1920	B						017420 HIST.SURV.	3060-0005-0021		5D
323 W 7TH ST		SANTA PAULA	P	1923	B						017416 HIST.SURV.	3060-0005-0017		5D
326 W 7TH ST		SANTA PAULA	P	1907	B						017421 HIST.SURV.	3060-0005-0022		5D
327 W 7TH ST		SANTA PAULA	P	1923	B						017417 HIST.SURV.	3060-0005-0018		5D
331 W 7TH ST		SANTA PAULA	P	1923	B						017418 HIST.SURV.	3060-0005-0019		5D
332 W 7TH ST		SANTA PAULA	P	1915	B						017422 HIST.SURV.	3060-0005-0023		5D
411 W 7TH ST		SANTA PAULA	P	1960	B						017423 HIST.SURV.	3060-0005-0024		6
413 W 7TH ST		SANTA PAULA	P	1935	B						017406 HIST.SURV.	3060-0005-0007		5D
416 W 7TH ST		SANTA PAULA	P	1925	B						017428 HIST.SURV.	3060-0005-0029		5D
417 W 7TH ST		SANTA PAULA	P	1926	B						017424 HIST.SURV.	3060-0005-0025		5D
418 W 7TH ST		SANTA PAULA	P	1921	B						017429 HIST.SURV.	3060-0005-0030		5D
420 W 7TH ST		SANTA PAULA	P	1926	B						017430 HIST.SURV.	3060-0005-0031		5D
421 W 7TH ST		SANTA PAULA	P	1925	B						017425 HIST.SURV.	3060-0005-0026		5D
422 W 7TH ST		SANTA PAULA	P	1918	B						017407 HIST.SURV.	3060-0005-0008		5D
425 W 7TH ST		SANTA PAULA	P	1923	B						017426 HIST.SURV.	3060-0005-0027		5D
426 W 7TH ST		SANTA PAULA	P	1938	B						017431 HIST.SURV.	3060-0005-0032		5D
429 W 7TH ST		SANTA PAULA	P	1925	B						017427 HIST.SURV.	3060-0005-0028		5D

STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
N 8TH ST	N. 8TH ST.	SANTA PAULA	P	1886	D	24	L		017457	HIST.SURV.	3060-0006-9999			5S
126 N 8TH ST	KING & SKEELS ATTORNEYS AT LAW	SANTA PAULA	P	1890	B				017613	HIST.SURV.	3060-0078-0000			5S
132 N 8TH ST		SANTA PAULA	P	1918	B				017614	HIST.SURV.	3060-0079-0000			5S
137 N 8TH ST		SANTA PAULA	P	1900	B				017615	HIST.SURV.	3060-0080-0000			5S
145 N 8TH ST	MILTON R. MAYHEW RESIDENCE	SANTA PAULA	P	1900	B				017616	HIST.SURV.	3060-0081-0000			5S
215 N 8TH ST		SANTA PAULA	P	1970	B				017433	HIST.SURV.	3060-0006-0001			6
216 N 8TH ST	PEOPLES LUMBER CO. OFFICE	SANTA PAULA	P	1924	B				017438	HIST.SURV.	3060-0006-0006			5D
218 N 8TH ST		SANTA PAULA	P	1970	B				017439	HIST.SURV.	3060-0006-0007			6
221 N 8TH ST		SANTA PAULA	P	1970	B				017434	HIST.SURV.	3060-0006-0002			6
222 N 8TH ST		SANTA PAULA	P	1887	B				017440	HIST.SURV.	3060-0006-0008			5D
226 N 8TH ST		SANTA PAULA	P	1895	B				017441	HIST.SURV.	3060-0006-0009			5D
227 N 8TH ST		SANTA PAULA	P	1886	B				017435	HIST.SURV.	3060-0006-0003			4S
227 N 8TH ST		SANTA PAULA	P	1887	B				017436	HIST.SURV.	3060-0006-0004			5D
232 N 8TH ST		SANTA PAULA	P	1900	B				017442	HIST.SURV.	3060-0006-0010			5D
237 N 8TH ST		SANTA PAULA	P	1909	B				017437	HIST.SURV.	3060-0006-0005			5D
314 N 8TH ST		SANTA PAULA	P	1947	B				017443	HIST.SURV.	3060-0006-0011			5D
318 N 8TH ST		SANTA PAULA	P	1900	B				017444	HIST.SURV.	3060-0006-0012			5D
321 N 8TH ST		SANTA PAULA	P	1890	B				017447	HIST.SURV.	3060-0006-0015			5D
322 N 8TH ST		SANTA PAULA	P	1900	B				017445	HIST.SURV.	3060-0006-0013			5D
325 N 8TH ST		SANTA PAULA	P	1897	B				017448	HIST.SURV.	3060-0006-0016			5D
329 N 8TH ST		SANTA PAULA	P	1903	B				017449	HIST.SURV.	3060-0006-0017			5D
330 N 8TH ST		SANTA PAULA	P	1905	B				017446	HIST.SURV.	3060-0006-0014			5D
408 N 8TH ST		SANTA PAULA	P	1906	B				017450	HIST.SURV.	3060-0006-0018			5D
414 N 8TH ST		SANTA PAULA	P	1921	B				017455	HIST.SURV.	3060-0006-0023			5D
415 N 8TH ST		SANTA PAULA	P	1925	B				017451	HIST.SURV.	3060-0006-0019			5D
419 N 8TH ST		SANTA PAULA	P	1932	B				017452	HIST.SURV.	3060-0006-0020			5D
420 N 8TH ST		SANTA PAULA	P	1921	B				017456	HIST.SURV.	3060-0006-0024			5D
425 N 8TH ST		SANTA PAULA	P	1937	B				017453	HIST.SURV.	3060-0006-0021			5D
429 N 8TH ST		SANTA PAULA	P	1932	B				017454	HIST.SURV.	3060-0006-0022			5D
N 9TH ST	N. 9TH ST.	SANTA PAULA	P	1892	D	21	L		017479	HIST.SURV.	3060-0007-9999			5S
221 N 9TH ST	CHURCH OF GOD	SANTA PAULA	P	1950	B				017461	HIST.SURV.	3060-0007-0004			5D
230 N 9TH ST		SANTA PAULA	P	1892	B				017458	HIST.SURV.	3060-0007-0001			5D
234 N 9TH ST		SANTA PAULA	P	1897	B				017459	HIST.SURV.	3060-0007-0002			5D
311 N 9TH ST		SANTA PAULA	P	1922	B				017462	HIST.SURV.	3060-0007-0005			5D
314 N 9TH ST		SANTA PAULA	P	1950	B				017467	HIST.SURV.	3060-0007-0010			5D
315 N 9TH ST		SANTA PAULA	P	1912	B				017463	HIST.SURV.	3060-0007-0006			5D
318 N 9TH ST		SANTA PAULA	P	1923	B				017468	HIST.SURV.	3060-0007-0011			5D
319 N 9TH ST		SANTA PAULA	P	1920	B				017464	HIST.SURV.	3060-0007-0007			5D
321 N 9TH ST		SANTA PAULA	P	1918	B				017465	HIST.SURV.	3060-0007-0008			5D
324 N 9TH ST		SANTA PAULA	P	1915	B				017469	HIST.SURV.	3060-0007-0012			5D
327 N 9TH ST		SANTA PAULA	P	1921	B				017466	HIST.SURV.	3060-0007-0009			5D
330 N 9TH ST		SANTA PAULA	P	1920	B				017470	HIST.SURV.	3060-0007-0013			5D
406 N 9TH ST		SANTA PAULA	P	1940	B				017476	HIST.SURV.	3060-0007-0019			5D
411 N 9TH ST		SANTA PAULA	P	1925	B				017471	HIST.SURV.	3060-0007-0014			5D
413 N 9TH ST		SANTA PAULA	P	1925	B				017472	HIST.SURV.	3060-0007-0015			5D
416 N 9TH ST		SANTA PAULA	P	1940	B				017477	HIST.SURV.	3060-0007-0020			5D
417 N 9TH ST		SANTA PAULA	P	1935	B				017473	HIST.SURV.	3060-0007-0016			5D
419 N 9TH ST		SANTA PAULA	P	1922	B				017474	HIST.SURV.	3060-0007-0017			5D
420 N 9TH ST		SANTA PAULA	P	1924	B				017460	HIST.SURV.	3060-0007-0003			5D
423 N 9TH ST		SANTA PAULA	P	1947	B				017475	HIST.SURV.	3060-0007-0018			5D
424 N 9TH ST		SANTA PAULA	P	1923	B				017478	HIST.SURV.	3060-0007-0021			5D
N MILL ST	N. MILL ST.	SANTA PAULA	P	1885	D	24			017504	HIST.SURV.	3060-0008-9999			5S
109 N MILL ST	VICKIE'S BEAUTY SALON	SANTA PAULA	P		B				068929	MAINST.PRG	86SANTA PAULA 11			7K
123 N MILL ST	ANNA M. LOGAN HOUSE	SANTA PAULA	P	1889	B				017624	HIST.SURV.	3060-0089-0000			3S
133 N MILL ST	FAULKNER HALL, FAULKNER HALL-1ST METH	SANTA PAULA	P	1928	B				017625	HIST.SURV.	3060-0090-0000			5S
134 N MILL ST	GLEN TAVERN HOTEL	SANTA PAULA	P	1911	B				017626	HIST.RES.	NPS-84001225-0000	07/26/84	1S	AC

TREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
										HIST.SURV.	3060-0091-0000		3S	
212 N MILL ST	SOUTHERN MILL & WAREHOUSE CO., THE MI	SANTA PAULA	P	1890	B				017480	HIST.SURV.	3060-0008-0001		3S	
220 N MILL ST		SANTA PAULA	P	1900	B				017481	HIST.SURV.	3060-0008-0002		4S	
226 N MILL ST		SANTA PAULA	P	1899	B				017482	HIST.SURV.	3060-0008-0003		5D	
228 N MILL ST		SANTA PAULA	P	1920	B				017487	HIST.SURV.	3060-0008-0008		5D	
234 N MILL ST		SANTA PAULA	P	1920	B				017488	HIST.SURV.	3060-0008-0009		5D	
235 N MILL ST		SANTA PAULA	P	1950	B				017490	HIST.SURV.	3060-0008-0011		5D	
240 N MILL ST		SANTA PAULA	P	1970	B				017489	HIST.SURV.	3060-0008-0010		6	
241 N MILL ST		SANTA PAULA	P	1950	B				017491	HIST.SURV.	3060-0008-0012		5D	
244 N MILL ST		SANTA PAULA	P	1899	B				017483	HIST.SURV.	3060-0008-0004		5D	
303 N MILL ST		SANTA PAULA	P	1900	B				017484	HIST.SURV.	3060-0008-0005		5D	
309 N MILL ST		SANTA PAULA	P	1910	B				017492	HIST.SURV.	3060-0008-0013		5D	
315 N MILL ST		SANTA PAULA	P	1920	B				017493	HIST.SURV.	3060-0008-0014		5D	
316 N MILL ST		SANTA PAULA	P	1915	B				017494	HIST.SURV.	3060-0008-0015		5D	
318 N MILL ST		SANTA PAULA	P	1900	B				017495	HIST.SURV.	3060-0008-0016		5D	
319 N MILL ST		SANTA PAULA	P	1899	B				017485	HIST.SURV.	3060-0008-0006		5D	
324 N MILL ST		SANTA PAULA	P	1902	B				017496	HIST.SURV.	3060-0008-0017		5D	
325 N MILL ST		SANTA PAULA	P	1905	B				017497	HIST.SURV.	3060-0008-0018		5D	
329 N MILL ST		SANTA PAULA	P	1903	B				017498	HIST.SURV.	3060-0008-0019		5D	
330 N MILL ST		SANTA PAULA	P	1903	B				017486	HIST.SURV.	3060-0008-0007		5D	
410 N MILL ST		SANTA PAULA	P	1940	B				017499	HIST.SURV.	3060-0008-0020		5D	
414 N MILL ST		SANTA PAULA	P	1905	B				017500	HIST.SURV.	3060-0008-0021		5D	
424 N MILL ST		SANTA PAULA	P	1925	B				017501	HIST.SURV.	3060-0008-0022		5D	
430 N MILL ST		SANTA PAULA	P	1920	B				017502	HIST.SURV.	3060-0008-0023		5D	
438 N MILL ST		SANTA PAULA	P	1920	B				017503	HIST.SURV.	3060-0008-0024		5D	
532 N OAK ST		SANTA PAULA	U	1931	B		0		077450	PROJ.REVW.	HUD920707C	08/12/92	6Y2	
142 N OLIVE ST		SANTA PAULA	P	1889	B				017604	HIST.SURV.	3060-0069-0000		5S	
223 N OLIVE ST		SANTA PAULA	P	1918	B				017605	HIST.SURV.	3060-0070-0000		5S	
114 N PALM AVE	NATHAN W. BLANCHARD INVESTMENT CO., M	SANTA PAULA	P	1928	B				017599	HIST.SURV.	3060-0064-0000		5S	
130 N PALM AVE	WOODFORD RESIDENCE	SANTA PAULA	P	1903	B				017600	HIST.SURV.	3060-0065-0000		6	
0 O'HARA CANYON RD	CONVERSE ADOBE, LINGDOOLEY RANCH HOUS	SANTA PAULA	U	1924	B				073435	NAT.REG.	56-0011	10/11/89	7	
228 OLIVE ST		SANTA PAULA	P	1913	B				017606	HIST.SURV.	3060-0071-0000		6	
140 PALM AVE		SANTA PAULA	P	1892	B				017601	HIST.SURV.	3060-0066-0000		5S	
223 PALM AVE		SANTA PAULA	P	1923	B				017602	HIST.SURV.	3060-0067-0000		5S	
228 PALM AVE		SANTA PAULA	P	1900	B				017603	HIST.SURV.	3060-0068-0000		5S	
829 RAILROAD AVE	CHRISTIAN CHURCH, FIRST CHRISTIAN CHU	SANTA PAULA	P	1900	B				017552	HIST.SURV.	3060-0017-0000		3S	
917 RAILROAD AVE	SANTA PAULA ELECTRIC LIGHT WORKS, NUT	SANTA PAULA	P	1901	B				017553	HIST.SURV.	3060-0018-0000		4S	
959 RAILROAD AVE	ROBERT IRELAND HOUSE	SANTA PAULA	P	1921	B				017554	HIST.SURV.	3060-0019-0000		5S	
133 S 10TH ST		SANTA PAULA	P	1897	B				017631	HIST.SURV.	3060-0096-0000		5S	
200 S 10TH ST		SANTA PAULA	U	1937	B		0		069792	PROJ.REVW.	HUD900913D	12/26/90	6Y2	
144 S 11TH ST		SANTA PAULA	U	1900	B		0		077541	PROJ.REVW.	HUD920729F	09/04/92	6Y2	
116 S 7TH ST	SHIVE APARTMENTS, APARTMENT HOUSE	SANTA PAULA	P	1918	B				017611	HIST.SURV.	3060-0076-0000		5S	
125 S 7TH ST	EBELL CLUB, SANTA PAULA WOMENS CLUB	SANTA PAULA	PC	1917	B				017612	HIST.RES.	NPS-89000949-0000	07/20/89	1S	ABC
										NAT.REG.	56-0004	07/20/89	1S	
										HIST.SURV.	3060-0077-0000		3S	
122 S MILL ST	W.I. PERRY AUTO REPAIR, ANTIQUES - RE	SANTA PAULA	P	1929	B				017627	HIST.SURV.	3060-0092-0000		5S	
130 S MILL ST	DAVIS HOUSE	SANTA PAULA	P	1909	B				017628	MAINST.PRG	86SANTA PAULA 3		7K	
										HIST.SURV.	3060-0093-0000		3S	
144 S MILL ST		SANTA PAULA	P	1890	B				017629	HIST.SURV.	3060-0094-0000		5S	
223 SANTA BARBARA ST	A.W. ALLEN HOUSE	SANTA PAULA	P	1890	B				017555	HIST.SURV.	3060-0020-0000		5S	
325 SANTA BARBARA ST	FARRAND HOUSE	SANTA PAULA	S	1886	B				017557	HIST.SURV.	3060-0022-0000		3S	
415 SANTA BARBARA ST		SANTA PAULA	P	1921	B				017558	HIST.SURV.	3060-0023-0000		5S	
301 SANTA PAULA ST		SANTA PAULA	P	1900	B				017547	HIST.SURV.	3060-0012-0000		5S	
305 SANTA PAULA ST		SANTA PAULA	P	1930	B				017548	HIST.SURV.	3060-0013-0000		6	
319 SANTA PAULA ST		SANTA PAULA	P	1890	B				017549	HIST.SURV.	3060-0014-0000		5S	
408 SANTA PAULA ST	LAMANNO HOUSE	SANTA PAULA	P	1922	B				017550	HIST.SURV.	3060-0015-0000		5S	

STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
416 SANTA PAULA ST		SANTA PAULA	P	1920	B				017551	HIST.SURV.	3060-0016-0000		5S	
600 VIRGINIA TERRACE	VIRGINIA TERRACE	SANTA PAULA	P	1922	D	29	L		017374	HIST.SURV.	3060-0003-9999		5S	
622 VIRGINIA TERRACE		SANTA PAULA	P	1927	B				017350	HIST.SURV.	3060-0003-0006		5D	
628 VIRGINIA TERRACE		SANTA PAULA	P	1927	B				017351	HIST.SURV.	3060-0003-0007		5D	
702 VIRGINIA TERRACE		SANTA PAULA	P	1926	B				017352	HIST.SURV.	3060-0003-0008		5D	
712 VIRGINIA TERRACE		SANTA PAULA	P	1925	B				017353	HIST.SURV.	3060-0003-0009		5D	
716 VIRGINIA TERRACE		SANTA PAULA	P	1928	B				017354	HIST.SURV.	3060-0003-0010		5D	
720 VIRGINIA TERRACE		SANTA PAULA	P	1923	B				017355	HIST.SURV.	3060-0003-0011		5D	
724 VIRGINIA TERRACE		SANTA PAULA	P	1923	B				017345	HIST.SURV.	3060-0003-0001		5D	
728 VIRGINIA TERRACE		SANTA PAULA	P	1925	B				017356	HIST.SURV.	3060-0003-0012		5D	
732 VIRGINIA TERRACE		SANTA PAULA	P	1924	B				017357	HIST.SURV.	3060-0003-0013		5D	
736 VIRGINIA TERRACE		SANTA PAULA	P	1926	B				017358	HIST.SURV.	3060-0003-0014		5D	
740 VIRGINIA TERRACE		SANTA PAULA	P	1923	B				017346	HIST.SURV.	3060-0003-0002		5D	
806 VIRGINIA TERRACE		SANTA PAULA	P	1935	B				017359	HIST.SURV.	3060-0003-0015		5D	
810 VIRGINIA TERRACE		SANTA PAULA	P	1926	B				017347	HIST.SURV.	3060-0003-0003		5D	
822 VIRGINIA TERRACE		SANTA PAULA	P	1928	B				017360	HIST.SURV.	3060-0003-0016		5D	
828 VIRGINIA TERRACE		SANTA PAULA	P	1935	B				017361	HIST.SURV.	3060-0003-0017		5D	
902 VIRGINIA TERRACE		SANTA PAULA	P	1940	B				017362	HIST.SURV.	3060-0003-0018		5D	
906 VIRGINIA TERRACE		SANTA PAULA	P	1925	B				017363	HIST.SURV.	3060-0003-0019		5D	
912 VIRGINIA TERRACE		SANTA PAULA	P	1940	B				017364	HIST.SURV.	3060-0003-0020		5D	
914 VIRGINIA TERRACE		SANTA PAULA	P	1925	B				017365	HIST.SURV.	3060-0003-0021		5D	
918 VIRGINIA TERRACE		SANTA PAULA	P	1927	B				017366	HIST.SURV.	3060-0003-0022		5D	
928 VIRGINIA TERRACE		SANTA PAULA	P	1922	B				017367	HIST.SURV.	3060-0003-0023		5D	
934 VIRGINIA TERRACE		SANTA PAULA	P	1926	B				017348	HIST.SURV.	3060-0003-0004		5D	
938 VIRGINIA TERRACE		SANTA PAULA	P	1926	B				017349	HIST.SURV.	3060-0003-0005		5D	
1014 VIRGINIA TERRACE		SANTA PAULA	P	1946	B				017368	HIST.SURV.	3060-0003-0024		5D	
1020 VIRGINIA TERRACE		SANTA PAULA	P	1925	B				017369	HIST.SURV.	3060-0003-0025		5D	
1024 VIRGINIA TERRACE		SANTA PAULA	P	1953	B				017370	HIST.SURV.	3060-0003-0026		5D	
1028 VIRGINIA TERRACE		SANTA PAULA	P	1926	B				017371	HIST.SURV.	3060-0003-0027		5D	
1034 VIRGINIA TERRACE		SANTA PAULA	P	1927	B				017372	HIST.SURV.	3060-0003-0028		5D	
1038 VIRGINIA TERRACE		SANTA PAULA	P	1929	B				017373	HIST.SURV.	3060-0003-0029		5D	
901 W MAIN ST	FARMERS AND MERCHANTS BANK, UNION BAN	SANTA PAULA	P	1920	B				017585	HIST.SURV.	3060-0050-0000		3S	
14292 W TELEGRAPH RD	OUTHOUSE	SANTA PAULA	P		B				094140	HIST.RES.	NPS91000485-0003	04/25/91	1D	BC
14292 W TELEGRAPH RD	PLAYHOUSE	SANTA PAULA	P	1945	B				094142	HIST.SURV.	3060-0101-0072	05/06/97	3S	AC
										HIST.RES.	NPS-91000485-0005	04/25/91	6Y3	BC
14292 W TELEGRAPH RD	CISTERN	SANTA PAULA	P	1886	S				094143	HIST.RES.	NPS-91000485-0006	04/25/91	6Y3	BC
14292 W TELEGRAPH RD	FAULKNER, GEORGE WASHINGTON, HOUSE, F	SANTA PAULA	P	1894	D	6			073079	HIST.RES.	NPS-91000485-9999	04/25/91	1S	BC
										NAT.REG.	56-0010	04/25/91	1S	BC
WALNUT ST	WALNUT ST.	SANTA PAULA	P	1895	D	9	L		017538	HIST.SURV.	3060-0010-9999		5S	
313 WALNUT ST		SANTA PAULA	P	1895	B				017529	HIST.SURV.	3060-0010-0001		5D	
316 WALNUT ST		SANTA PAULA	P	1940	B				017530	HIST.SURV.	3060-0010-0002		5D	
320 WALNUT ST		SANTA PAULA	P	1950	B				017531	HIST.SURV.	3060-0010-0003		5D	
321 WALNUT ST		SANTA PAULA	P	1900	B				017532	HIST.SURV.	3060-0010-0004		5D	
324 WALNUT ST		SANTA PAULA	P	1960	B				017533	HIST.SURV.	3060-0010-0005		5D	
325 WALNUT ST		SANTA PAULA	P	1955	B				017534	HIST.SURV.	3060-0010-0006		5D	
326 WALNUT ST		SANTA PAULA	P	1955	B				017535	HIST.SURV.	3060-0010-0007		5D	
327 WALNUT ST		SANTA PAULA	P	1950	B				017536	HIST.SURV.	3060-0010-0008		5D	
328 WALNUT ST		SANTA PAULA	P	1903	B				017537	HIST.SURV.	3060-0010-0009		5D	
112 WHIPPLE RD	REHAB PROP	SANTA PAULA	U		B				067207	PROJ.REVW.	HUD900319E	04/06/90	6Y	
810 YALE ST		SANTA PAULA	P	1880	B				017594	HIST.SURV.	3060-0059-0000		6	
901 YALE ST		SANTA PAULA	P	1900	B				017595	HIST.SURV.	3060-0060-0000		6	
909 YALE ST		SANTA PAULA	P	1892	B				017596	HIST.SURV.	3060-0061-0000		6	
912 YALE ST		SANTA PAULA	P	1918	B				017597	HIST.SURV.	3060-0062-0000		6	
928 YALE ST	RICE HOUSE	SANTA PAULA	P	1880	B				017598	HIST.SURV.	3060-0063-0000		3S	

STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
907 E PLEASANT ST		(VIC) SANTA PAULA	P	1923	B				017335	HIST.SURV.	3060-0002-0041		5D	
826 E SANTA PAULA ST		(VIC) SANTA PAULA	P	1907	B				017273	HIST.SURV.	3060-0001-0040		4D	
	SANTA CLARA VALLEY RURAL HISTORIC LAN	(VIC) SANTA PAULA	P	1860	D	220			107614	HIST.SURV.	3060-0101-9999	04/29/97	3D	AC
	SANTA PAULA OIL FIELD	(VIC) SANTA PAULA	P	1865	D				107911	HIST.SURV.	3060-0105-9999	05/13/97	4S2	AC
										HIST.SURV.	3060-0101-0129	05/13/97	4S2	AC
2275 ALISO CANYON RD	SILOS	(VIC) SANTA PAULA	P	1925	S				107813	HIST.SURV.	3060-0102-0006	05/06/97	3D	AC
2275 ALISO CANYON RD	BILLIWHACK STOCK FARM & DAIRY	(VIC) SANTA PAULA	P	1925	D				107807	HIST.SURV.	3060-0102-9999	05/06/97	3S	AC
										HIST.SURV.	3060-0101-0125	05/06/97	3D	AC
2275 ALISO CANYON RD	COW STABLES	(VIC) SANTA PAULA	P	1924	B				107808	HIST.SURV.	3060-0102-0001	05/06/97	3D	AC
2275 ALISO CANYON RD	MILKER'S DORMITORY	(VIC) SANTA PAULA	P	1925	B				107812	HIST.SURV.	3060-0102-0005	05/06/97	3D	AC
2275 ALISO CANYON RD	HAMMERMILL	(VIC) SANTA PAULA	P	1925	B				107811	HIST.SURV.	3060-0102-0004	05/06/97	3D	AC
2275 ALISO CANYON RD	MILK BARN	(VIC) SANTA PAULA	P	1925	B				107810	HIST.SURV.	3060-0102-0003	05/06/97	3D	AC
2275 ALISO CANYON RD	CREAMERY BUILDING	(VIC) SANTA PAULA	P	1925	B				107809	HIST.SURV.	3060-0102-0002	05/06/97	3D	AC
2847 ALISO CANYON RD	MANAGER'S RESIDENCE	(VIC) SANTA PAULA	P	1926	B				107814	HIST.SURV.	3060-0102-0007	05/06/97	3D	AC
176 BRIGGS RD	BRIGGS SCHOOL HOUSE	(VIC) SANTA PAULA	D		B				107757	HIST.SURV.	3060-0101-0075	05/06/97	3D	AC
1332 BRIGGS RD	WILDE RANCH	(VIC) SANTA PAULA	P	1963	S				107621	HIST.SURV.	3060-0101-0007	04/29/97	3D	AC
1398 BRIGGS RD	MARY & ALBERT THILLE RANCH	(VIC) SANTA PAULA	P	1915	B				107626	HIST.SURV.	3060-0101-0008	05/01/97	3D	AC
484 CUMMINGS RD	OLIVELANDS PUMP STATION	(VIC) SANTA PAULA	P	1935	B				107866	HIST.SURV.	3060-0104-0022	05/08/97	3D	AC
484 CUMMINGS RD	WATER SYSTEM AND BUILDINGS	(VIC) SANTA PAULA	P	1919	S				107867	HIST.SURV.	3060-0104-0023	05/08/97	3D	AC
784 CUMMINGS RD	JEFFERSON CRANE RANCH	(VIC) SANTA PAULA	P	1910	B				107627	HIST.SURV.	3060-0101-0009	05/01/97	3D	AC
869 CUMMINGS RD	CAMP 100 (FARMWORKER'S COTTAGES #101-	(VIC) SANTA PAULA	P	1910	B				107868	HIST.SURV.	3060-0104-0024	05/08/97	3D	AC
928 CUMMINGS RD	P 1-10	(VIC) SANTA PAULA	P	1910	B				107869	HIST.SURV.	3060-0104-0025	05/08/97	3D	AC
1019 CUMMINGS RD	C37-EMPLOYEE'S RESIDENCE	(VIC) SANTA PAULA	P	1920	B				107865	HIST.SURV.	3060-0104-0021	05/08/97	3D	AC
1019 CUMMINGS RD	EMPLOYEE RESIDENCE COURTYARD	(VIC) SANTA PAULA	P	1920	B				107864	HIST.SURV.	3060-0104-0020	05/08/97	3B	AC
1141 CUMMINGS RD	LIMONEIRA RANCH	(VIC) SANTA PAULA	P	1893	D				107843	HIST.SURV.	3060-0104-9999	05/08/97	3B	ABC
										HIST.SURV.	3060-0101-0128	05/08/97	3B	ABC
1141 CUMMINGS RD	RESIDENCE #6, LIMONERA CREDIT UNION	(VIC) SANTA PAULA	P	1912	B				107858	HIST.SURV.	3060-0104-0014	05/08/97	3D	AC
1141 CUMMINGS RD	MAIN OFFICE	(VIC) SANTA PAULA	P	1922	B				107844	HIST.SURV.	3060-0104-0001	05/08/97	3B	AC
1141 CUMMINGS RD	LEMON PACKING HOUSE	(VIC) SANTA PAULA	P	1919	B				107845	HIST.SURV.	3060-0104-0002	05/08/97	3B	AC
1141 CUMMINGS RD	ORANGE PACKING HOUSE	(VIC) SANTA PAULA	P	1930	B				107846	HIST.SURV.	3060-0104-0003	05/08/97	3D	AC
1141 CUMMINGS RD	GENERAL STORE	(VIC) SANTA PAULA	P	1920	B				107848	HIST.SURV.	3060-0104-0004	05/08/97	3D	AC
1141 CUMMINGS RD	WAREHOUSE	(VIC) SANTA PAULA	P	1912	B				107849	HIST.SURV.	3060-0104-0005	05/08/97	3D	AC
1141 CUMMINGS RD	MAINTENANCE SHOP	(VIC) SANTA PAULA	P	1912	B				107850	HIST.SURV.	3060-0104-0006	05/08/97	3D	AC
1141 CUMMINGS RD	OIL RESERVOIR BUILDING & PUMPHOUSE	(VIC) SANTA PAULA	P	1972	B				107851	HIST.SURV.	3060-0104-0007	05/08/97	3D	AC
1141 CUMMINGS RD	STORAGE SHEDS	(VIC) SANTA PAULA	P	1923	B				107852	HIST.SURV.	3060-0104-0008	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #1	(VIC) SANTA PAULA	P	1912	B				107853	HIST.SURV.	3060-0104-0009	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #2	(VIC) SANTA PAULA	P	1912	B				107854	HIST.SURV.	3060-0104-0010	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #3	(VIC) SANTA PAULA	P	1912	B				107855	HIST.SURV.	3060-0104-0011	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #4	(VIC) SANTA PAULA	P	1912	B				107856	HIST.SURV.	3060-0104-0012	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE EAST OF PARK	(VIC) SANTA PAULA	P	1925	B				107863	HIST.SURV.	3060-0104-0019	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #26	(VIC) SANTA PAULA	P	1937	B				107862	HIST.SURV.	3060-0104-0018	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #24	(VIC) SANTA PAULA	P	1940	B				107861	HIST.SURV.	3060-0104-0017	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #23	(VIC) SANTA PAULA	P	1920	B				107860	HIST.SURV.	3060-0104-0016	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #7	(VIC) SANTA PAULA	P	1900	B				107859	HIST.SURV.	3060-0104-0015	05/08/97	3D	AC
1141 CUMMINGS RD	RESIDENCE #5	(VIC) SANTA PAULA	P	1912	B				107857	HIST.SURV.	3060-0104-0013	05/08/97	3D	AC
1334 CUMMINGS RD		(VIC) SANTA PAULA	P	1925	S				107629	HIST.SURV.	3060-0101-0010	05/01/97	3D	AC
1081 DARLING RD		(VIC) SANTA PAULA	PC	1915	B				107631	HIST.SURV.	3060-0101-0012	05/01/97	3D	AC
1832 DARLING RD		(VIC) SANTA PAULA	P	1945	B				107632	HIST.SURV.	3060-0101-0013	05/01/97	3D	AC
1971 DARLING RD	PARDEE RANCH	(VIC) SANTA PAULA	P	1918	B				107633	HIST.SURV.	3060-0101-0014	05/01/97	3D	AC
2168 DARLING RD	HUBERT EDWARDS RESIDENCE	(VIC) SANTA PAULA	P	1923	B				107634	HIST.SURV.	3060-0101-0015	05/01/97	3D	AC
EDWARDS RANCH RD	EDWARDS RANCH BARN	(VIC) SANTA PAULA	P	1920	B				107837	HIST.SURV.	3060-0103-0012	05/08/97	3D	AC
EDWARDS RANCH RD	EDWARDS RANCH RESIDENCE #10	(VIC) SANTA PAULA	P	1910	B				107832	HIST.SURV.	3060-0103-0007	05/08/97	3D	AC
EDWARDS RANCH RD	OFFICE BUILDING	(VIC) SANTA PAULA	P	1920	B				107828	HIST.SURV.	3060-0103-0003	05/08/97	3D	AC
EDWARDS RANCH RD	EDWARDS RANCH RESIDENCE #9	(VIC) SANTA PAULA	P	1915	B				107831	HIST.SURV.	3060-0103-0006	05/08/97	3D	AC
EDWARDS RANCH RD	EDWARDS RANCH RESIDENCE #8	(VIC) SANTA PAULA	P	1885	B				107830	HIST.SURV.	3060-0103-0005	05/08/97	3D	AC
EDWARDS RANCH RD	EDWARDS RANCH-IMPLEMENT SHED	(VIC) SANTA PAULA	P	1920	B				107835	HIST.SURV.	3060-0103-0010	05/08/97	3D	AC

STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
EDWARDS RANCH RD	EDWARDS RANCH-BARNS	(VIC) SANTA PAULA	P	1900	B				107834	HIST.SURV.	3060-0103-0009	05/08/97	3D	AC
EDWARDS RANCH RD	EDWARDS RANCH RESIDENCE #7,SHED	(VIC) SANTA PAULA	P	1915	B				107829	HIST.SURV.	3060-0103-0004	05/08/97	3D	AC
EDWARDS RANCH RD	ORCHARD FARM	(VIC) SANTA PAULA	P	1860	D	17			107817	HIST.SURV.	3060-0103-9999	05/08/97	3S	AC
										HIST.SURV.	3060-0101-0127	05/08/97	3D	AC
EDWARDS RANCH RD	EDWARDS ADOBE	(VIC) SANTA PAULA	P	1860	B				107818	HIST.SURV.	3060-0103-0001	05/08/97	3B	AC
EDWARDS RANCH RD	EDWARDS RANCH-ROW OF CONNECTED BUILDI	(VIC) SANTA PAULA	P	1870	B				107822	HIST.SURV.	3060-0103-0002	05/08/97	3D	AC
EDWARDS RANCH RD	EDWARDS RANCH-BARN	(VIC) SANTA PAULA	P	1883	B				107833	HIST.SURV.	3060-0103-0008	05/08/97	3D	AC
FOOTHILL RD	OLIVELANDS-BARN	(VIC) SANTA PAULA	P	1923	B				107874	HIST.SURV.	3060-0104-0030	05/08/97	3D	AC
FOOTHILL RD	OLIVELANDS-EQUIPMENT SHEDS	(VIC) SANTA PAULA	P	1925	B				107875	HIST.SURV.	3060-0104-0031	05/08/97	3D	AC
FOOTHILL RD	OLIVELANDS-WATER RELATED BUILDINGS	(VIC) SANTA PAULA	P	1914	B				107893	HIST.SURV.	3060-0104-0033	05/13/97	3D	AC
FOOTHILL RD	OLIVELANDS-UTILITY BUILDING	(VIC) SANTA PAULA	P	1923	B				107892	HIST.SURV.	3060-0104-0032	05/13/97	3D	AC
FOOTHILL RD	OLIVELANDS-BLACKSMITH SHOP	(VIC) SANTA PAULA	P	1914	B				107870	HIST.SURV.	3060-0104-0026	05/08/97	3D	AC
FOOTHILL RD	OLIVELANDS-HAY BARN	(VIC) SANTA PAULA	P	1915	B				107873	HIST.SURV.	3060-0104-0029	05/08/97	3D	AC
FOOTHILL RD	OLIVELANDS RESIDENCE #25	(VIC) SANTA PAULA	P	1915	B				107901	HIST.SURV.	3060-0104-0041	05/13/97	3D	AC
FOOTHILL RD	OLIVELANDS-MULE BARN	(VIC) SANTA PAULA	P	1914	B				107872	HIST.SURV.	3060-0104-0028	05/08/97	3D	AC
FOOTHILL RD	OLIVELANDS-OFFICE & FOUNTAIN	(VIC) SANTA PAULA	P	1914	B				107871	HIST.SURV.	3060-0104-0027	05/08/97	3D	AC
11716 FOOTHILL RD	MILTON TEAGUE RANCH	(VIC) SANTA PAULA	P	1918	B				107635	HIST.SURV.	3060-0101-0016	05/01/97	3B	AC
12255 FOOTHILL RD	ALISON VILLAGE-CAMP 800	(VIC) SANTA PAULA	P	1950	B				107906	HIST.SURV.	3060-0104-0043	05/13/97	3D	AC
12255 FOOTHILL RD	ALISO VILLAGE - CAMP 800	(VIC) SANTA PAULA	P	1920	B				107902	HIST.SURV.	3060-0104-0042	05/13/97	3D	AC
12465 FOOTHILL RD	OLIVELANDS SCHOOL	(VIC) SANTA PAULA	D	1913	B				107636	HIST.SURV.	3060-0101-0017	05/01/97	3D	AC
12475 FOOTHILL RD	OLIVELANDS RESIDENCE #19	(VIC) SANTA PAULA	P	1916	B				107900	HIST.SURV.	3060-0104-0040	05/13/97	3D	AC
12475 FOOTHILL RD	OLIVELANDS RESIDENCE #18	(VIC) SANTA PAULA	P	1910	B				107899	HIST.SURV.	3060-0104-0039	05/13/97	3D	AC
12475 FOOTHILL RD	OLIVELANDS RESIDENCE #17	(VIC) SANTA PAULA	P	1887	B				107898	HIST.SURV.	3060-0104-0038	05/13/97	3D	AC
12485 FOOTHILL RD	OLIVELANDS RESIDENCE #13	(VIC) SANTA PAULA	P	1887	B				107897	HIST.SURV.	3060-0104-0037	05/13/97	3D	AC
12485 FOOTHILL RD	OLIVELANDS RESIDENCE #12	(VIC) SANTA PAULA	P	1887	B				107896	HIST.SURV.	3060-0104-0036	05/13/97	3D	AC
12548 FOOTHILL RD	OLIVELANDS RESIDENCE #11	(VIC) SANTA PAULA	P	1916	B				107894	HIST.SURV.	3060-0104-0034	05/13/97	3D	AC
12548 FOOTHILL RD	OLIVELANDS RESIDENCE #10	(VIC) SANTA PAULA	P	1916	B				107895	HIST.SURV.	3060-0104-0035	05/13/97	3D	AC
13742 FOOTHILL RD	C.L.HEY RESIDENCE	(VIC) SANTA PAULA	P	1947	S				107637	HIST.SURV.	3060-0101-0018	05/01/97	3D	AC
14053 FOOTHILL RD	J.NICHOLAS & ELIZABETH THILLE HOUSE	(VIC) SANTA PAULA	P	1937	B				107638	HIST.SURV.	3060-0101-0019	05/01/97	3D	AC
14071 FOOTHILL RD	THILLE RANCH FOREMAN'S HOUSE	(VIC) SANTA PAULA	P	1937	B				107639	HIST.SURV.	3060-0101-0020	05/01/97	3D	AC
14614 FOOTHILL RD	SHEDENHELM RESIDENCE	(VIC) SANTA PAULA	P	1920	B				107642	HIST.SURV.	3060-0101-0021	05/01/97	3D	AC
15487 FOOTHILL RD	ELBERT& ANITA TATE RESIDENCE	(VIC) SANTA PAULA	P	1946	B				107646	HIST.SURV.	3060-0101-0022	05/01/97	3D	AC
15635 FOOTHILL RD	LAFE T. BROWNE RESIDENCE	(VIC) SANTA PAULA	P	1933	B				107651	HIST.SURV.	3060-0101-0023	05/01/97	3D	AC
15711 FOOTHILL RD	IDA AND ROBERT RYAN RESIDENCE	(VIC) SANTA PAULA	P	1940	B				107654	HIST.SURV.	3060-0101-0024	05/01/97	3D	AC
1517 O'HARA CANYON RD	HARRY REDDICK RANCH	(VIC) SANTA PAULA	P	1946	B				107669	HIST.SURV.	3060-0101-0026	05/01/97	3D	AC
555 ORR RD	ORR RANCH	(VIC) SANTA PAULA	P	1926	B				107670	HIST.SURV.	3060-0101-0027	05/01/97	3D	AC
PINKERTON RD	FRED OUTLAND RESIDENCE	(VIC) SANTA PAULA	P	1916	B				107671	HIST.SURV.	3060-0101-0028	05/01/97	3D	AC
ROGER RD	EDWARDS RANCH EMPLOYEE'S RESIDENCE &	(VIC) SANTA PAULA	P	1920	B				107838	HIST.SURV.	3060-0103-0013	05/08/97	3D	AC
ROGER RD	EDWARDS RANCH- ROGER G. EDWARDS RESID	(VIC) SANTA PAULA	P	1910	B				107839	HIST.SURV.	3060-0103-0014	05/08/97	3D	AC
SR 126	SYCAMORE TREE	(VIC) SANTA PAULA	S		C		S	756	090483	HIST.RES.	SHL-0756	12/22/60	7L	
TODD LANE	WILLIAM GEISLER RANCH	(VIC) SANTA PAULA	P	1892	B				107773	HIST.SURV.	3060-0101-0091	05/06/97	3D	AC
15321 TODD LANE	AGNES GRAHAM RANCH	(VIC) SANTA PAULA	P	1900	B				107774	HIST.SURV.	3060-0101-0092	05/06/97	3D	AC
630 TODD ROAD	BECKWITH RANCH	(VIC) SANTA PAULA	P	1912	B				107775	HIST.SURV.	3060-0101-0093	05/06/97	3D	AC
14263 W SANTA PAULA ST	GLEN GOOD RANCH	(VIC) SANTA PAULA	P	1910	B				107672	HIST.SURV.	3060-0101-0029	05/01/97	3D	AC
14403 W SANTA PAULA ST	LINCOLN HALL RESIDENCE	(VIC) SANTA PAULA	P	1910	B				107673	HIST.SURV.	3060-0101-0030	05/01/97	3D	AC
14542 W SANTA PAULA ST	OLMSTEAD RANCH	(VIC) SANTA PAULA	P	1912	B				107674	HIST.SURV.	3060-0101-0031	05/01/97	3D	AC
14658 W SANTA PAULA ST	KELSEY RANCH	(VIC) SANTA PAULA	P	1912	B				107675	HIST.SURV.	3060-0101-0032	05/01/97	3D	AC
14807 W SANTA PAULA ST	WALLACE W. CUMMINGS RANCH	(VIC) SANTA PAULA	P	1926	B				107676	HIST.SURV.	3060-0101-0033	05/01/97	3D	AC
14979 W SANTA PAULA ST	WALLACE C. CUMMINGS'RANCH FOREMAN'S H	(VIC) SANTA PAULA	P	1926	B				107677	HIST.SURV.	3060-0101-0034	05/01/97	3D	AC
15341 W SANTA PAULA ST	JOHN THILLE RANCH	(VIC) SANTA PAULA	P	1895	B				107678	HIST.SURV.	3060-0101-0035	05/01/97	3D	AC
15442 W SANTA PAULA ST	CHARLES J. CLEVELAND RANCH	(VIC) SANTA PAULA	P	1891	B				107679	HIST.SURV.	3060-0101-0036	05/01/97	3D	AC
15716 W SANTA PAULA ST	PINKERTON RANCH	(VIC) SANTA PAULA	P	1900	B				107680	HIST.SURV.	3060-0101-0037	05/01/97	3D	AC
15757 W SANTA PAULA ST	ISAAC P. BROWNE RANCH	(VIC) SANTA PAULA	P	1912	B				107681	HIST.SURV.	3060-0101-0038	05/01/97	3D	AC
15821 W SANTA PAULA ST	EDWARD ATMORE RANCH	(VIC) SANTA PAULA	P	1937	B				107682	HIST.SURV.	3060-0101-0039	05/01/97	3D	AC
11245 W TELEGRAPH RD	HUBERT SHARP RANCH-FOREMAN'S HOUSE	(VIC) SANTA PAULA	P	1914	B				107684	HIST.SURV.	3060-0101-0041	05/01/97	3D	AC
11263 W TELEGRAPH RD	HUBERT SHARP RANCH	(VIC) SANTA PAULA	P	1920	B				107683	HIST.SURV.	3060-0101-0040	05/01/97	3B	AC

City of Santa Paula General Plan

NOISE ELEMENT

City of Santa Paula
HOMETOWN U. S. A.

City of Santa Paula General Plan

NOISE ELEMENT

F I N A L

April 13, 1998

Resolution #5263

City of Santa Paula General Plan
Noise Element

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I. PURPOSE AND AUTHORITY

This element of the Santa Paula General Plan addresses noise issues, as required by California state law. Government Code Section 65302(f), requires that a Noise Element be prepared as part of a city's General Plan to identify and appraise noise problems in the community. The Government Code includes the following requirements for noise elements:

> *The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify to the extent practicable , as determined by the legislative body, current and projected noise levels for all of the following sources:*
>
> A. *Highways and freeways.*
>
> B. *Primary arterials and major local streets.*
>
> C. *Passenger and freight on-line railroad operations and ground rapid transit systems.*
>
> D. *Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.*
>
> E. *Local industrial plants, including but not limited to, railroad classification yards.*
>
> F. *Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.*
>
> *Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6) inclusive.*
>
> *The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.*
>
> *The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.*

This Noise Element contains descriptive information related to noise sources that are of concern to Santa Paula. Specific goals, policy statements, and implementation measures that carry out the goals are also presented.

The purpose of the Noise Element is to maintain the quality of life for Santa Paula residents through control of excessive or disruptive sources of noise. The goals, objectives, policies, and implementation measures in this element provide guidelines and mandates for community actions to prevent future noise exposure and control of the existing noise environment.

II. EXISTING CONDITIONS AND ISSUES

This section of the Noise Element describes how noise is measured, identifies current noise sources in the Santa Paula planning area, and addresses the legal mandates and requirements in addressing noise issues.

A. Quantification of Noise

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one hour period.

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. The Community Noise Equivalent Level (CNEL) recognizes this characteristic by weighting the hourly Leqs over a 24-hour period. The weighting involves the addition of 5 dB to actual evening noise levels (7:00 pm to 10:00 pm) noise levels and 10 dBA to actual nighttime (10 p.m. to 7 a.m.) noise levels account for the greater amount of disturbance associated with noise at these time periods.

Figure N-1 presents the California Department of Health, Office of Noise Control, noise compatibility guidelines for various land uses. The compatibility table illustrates the ranges of

community noise exposure in terms of what is "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." For the most sensitive uses such as single family residential, 60 dBA CNEL is the maximum normally acceptable level. These guidelines are used to assess whether or not noise poses a conflict with land development.

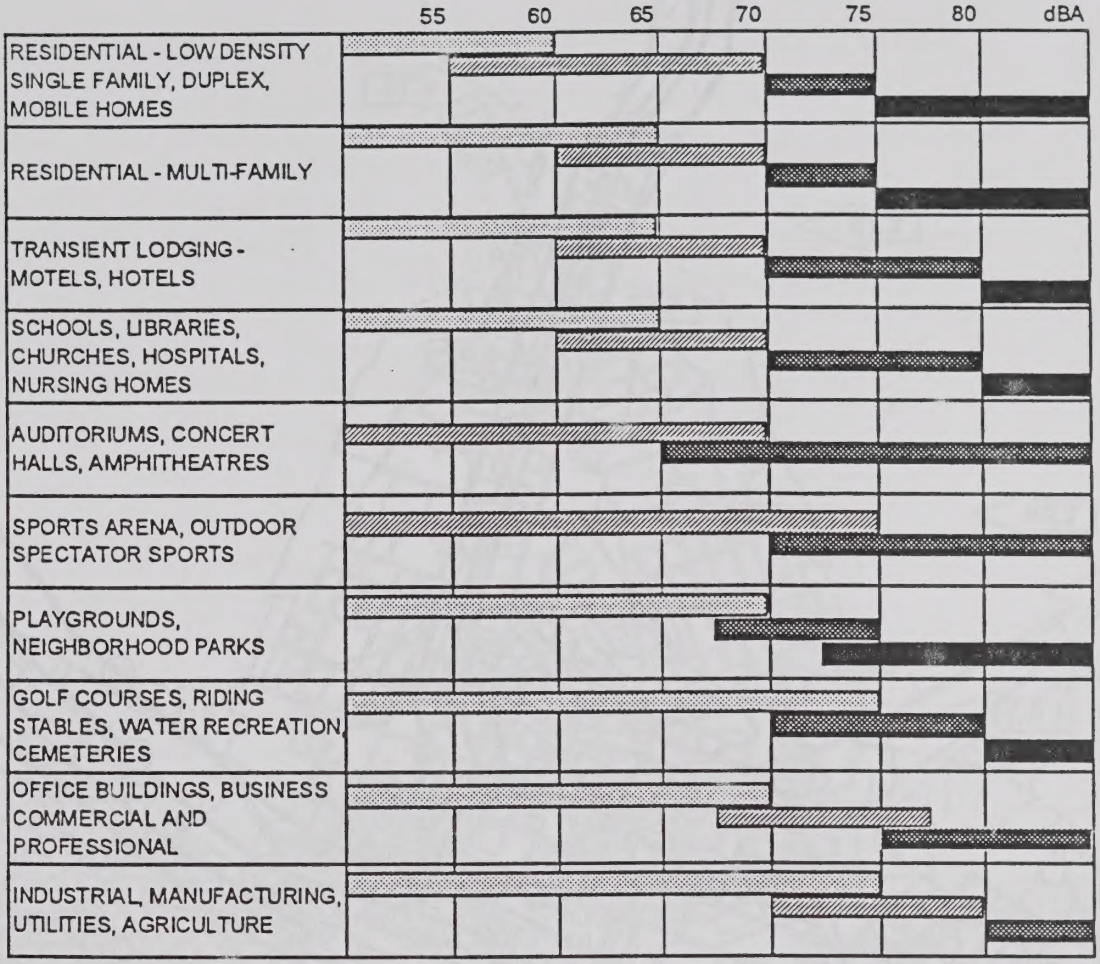
B. Existing Noise Sources

In general, noise is not a significant issue in Santa Paula. The primary noise sources affecting sensitive receptors (homes, schools, hospitals) in the city are traffic on State Routes 126 (SR 126) and 150 (SR 150), as well as aircraft operations at the Santa Paula Airport. Some industrial, commercial, and agricultural uses are also identified as noise contributors, although such sources have not generally been identified as significant noise problems. Each potential noise source affecting development in the City is described in more detail below. Estimated existing noise contours from SR 126, SR 150, and Santa Paula Airport are shown on Figure N-2 and measured noise levels are illustrated on Figure N-3, Measured Noise Levels. It should be noted that the contours presented are outdoor noise levels and only account for attenuation due to distance, not from sound wall structures or other noise barriers. The contours are intended to show generally where higher noise levels may occur.

Roadways. Table N-1 shows current noise levels along several of the most heavily traveled roads in Santa Paula. SR 126, SR 150, Harvard Boulevard, and Peck Road (near the freeway) are the only local roadways that currently carry enough traffic to produce significant noise levels. Current noise conditions are described below.

SR 126. SR 126, the Santa Paula Freeway, is the primary east-west route crossing the City. Traffic is relatively light for a freeway, ranging from 18,000 average daily traffic volume (ADT) just east of the City to 34,000 ADT immediately west of town. In the vicinity of Tenth Street, the average distance to the 60 dBACNEL noise contour from the freeway centerline in the absence of any intervening barriers is about 230 feet. In general, current land uses adjacent to the freeway are not noise sensitive. The exception is between Peck Road and Steckel Road, where residential development on both sides of the freeway is within the 60 dBA CNEL noise contour. North of the freeway, this residential development extends nearly to Palm Avenue. This level of noise exposure would be considered "conditionally acceptable" using the Land Use Compatibility Matrix (see Figure N-1).

SR 150. SR 150 is the primary access between SR 126 and Ojai, with traffic volumes of approximately 12,000 ADT. It is a major north-south corridor linking downtown Santa Paula with the residential areas at the northern end of the City. The 60 dBA noise contour produced by traffic on this roadway is located approximately 80 feet from the roadway centerline. Thus, only residential development directly adjacent to the road would experience noise levels above 60 dBA CNEL. In general, the primary areas of noise concern are north of Saticoy Street, where traffic speeds increase and residential development is more prevalent.



INTERPRETATION

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

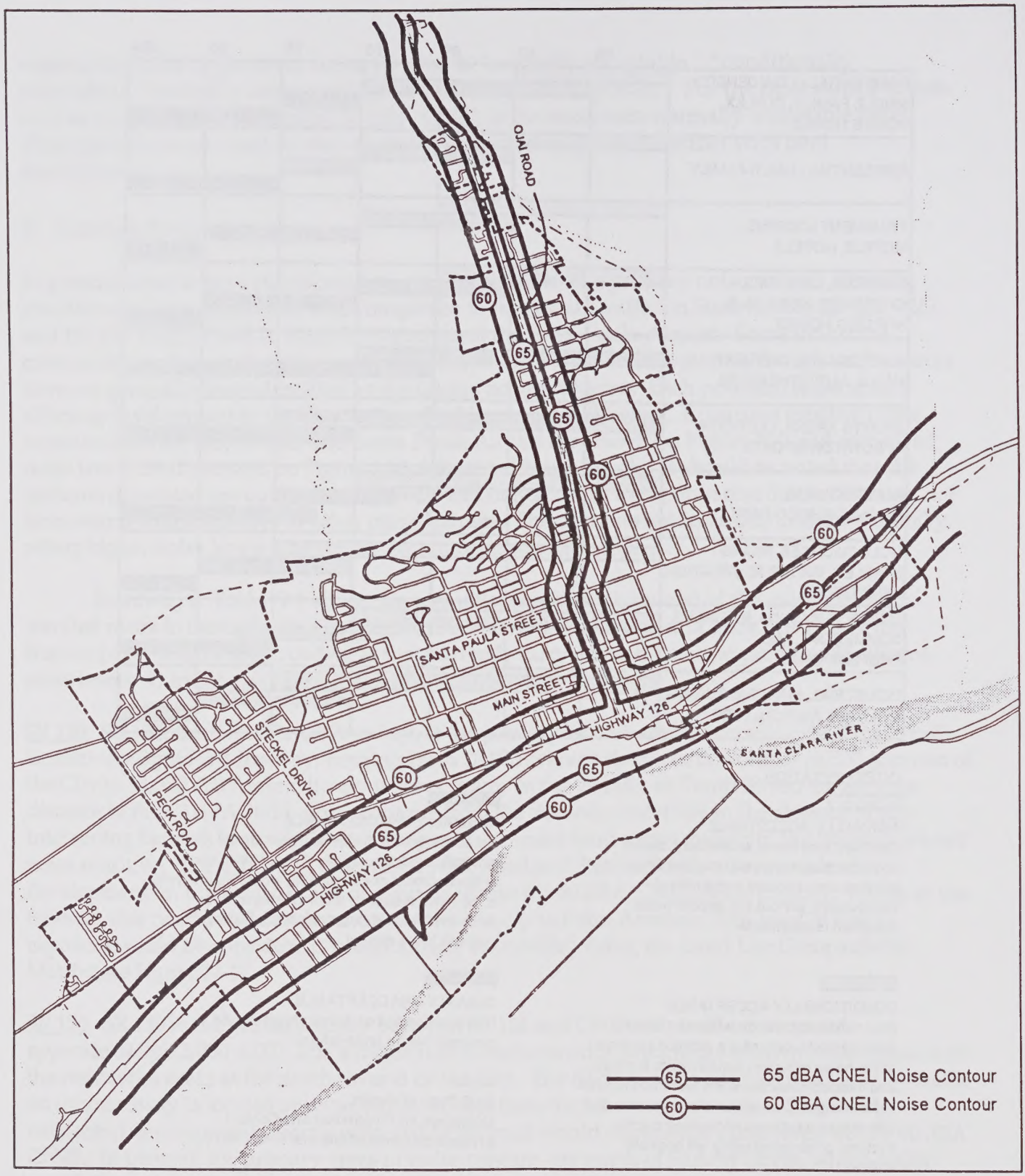
NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source:
Calif. Dept. of Health,
Guidelines for Preparation and Content of Noise Elements of General Plans, 1976

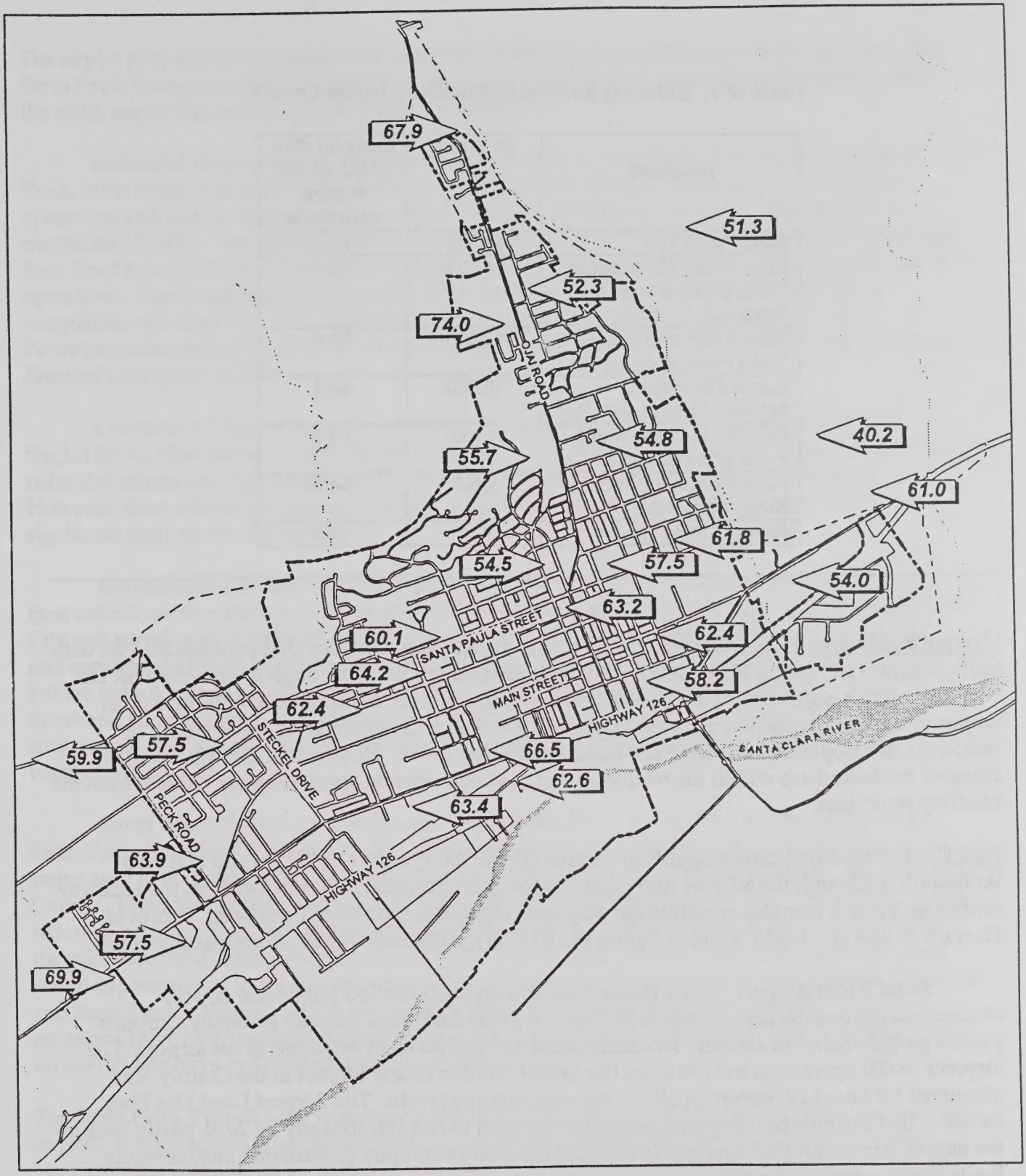
Noise Compatibility Matrix

Figure N-1



Existing Noise Contours

Figure N-2



Note: All levels measured in dBA CNEL

Locations of Measured Noise Levels, LEQ

Figure N-3

Nuisance Noise. Sources of nuisance noise identified by the community are loud music from portable radios, car stereos, and barking dogs. These and other such nuisance noises are common to cities and are addressed generally in the Enforcement section of the Noise Element.

City Noise Ordinance. The City of Santa Paula Noise Ordinance (Chapter 93 of the Santa Paula Municipal Code) regulates noise in the City. The ordinance regulates against loud or unnecessary noise, and defines sources of such noise. Operation of machines, construction work, loud voices, and other sources of noise are restricted by time of day and to the degree that they annoy or disturb other people.

III. FUTURE CONDITIONS

This section discusses noise conditions anticipated to occur in the City at buildout of the General Plan.

A. Traffic Noise

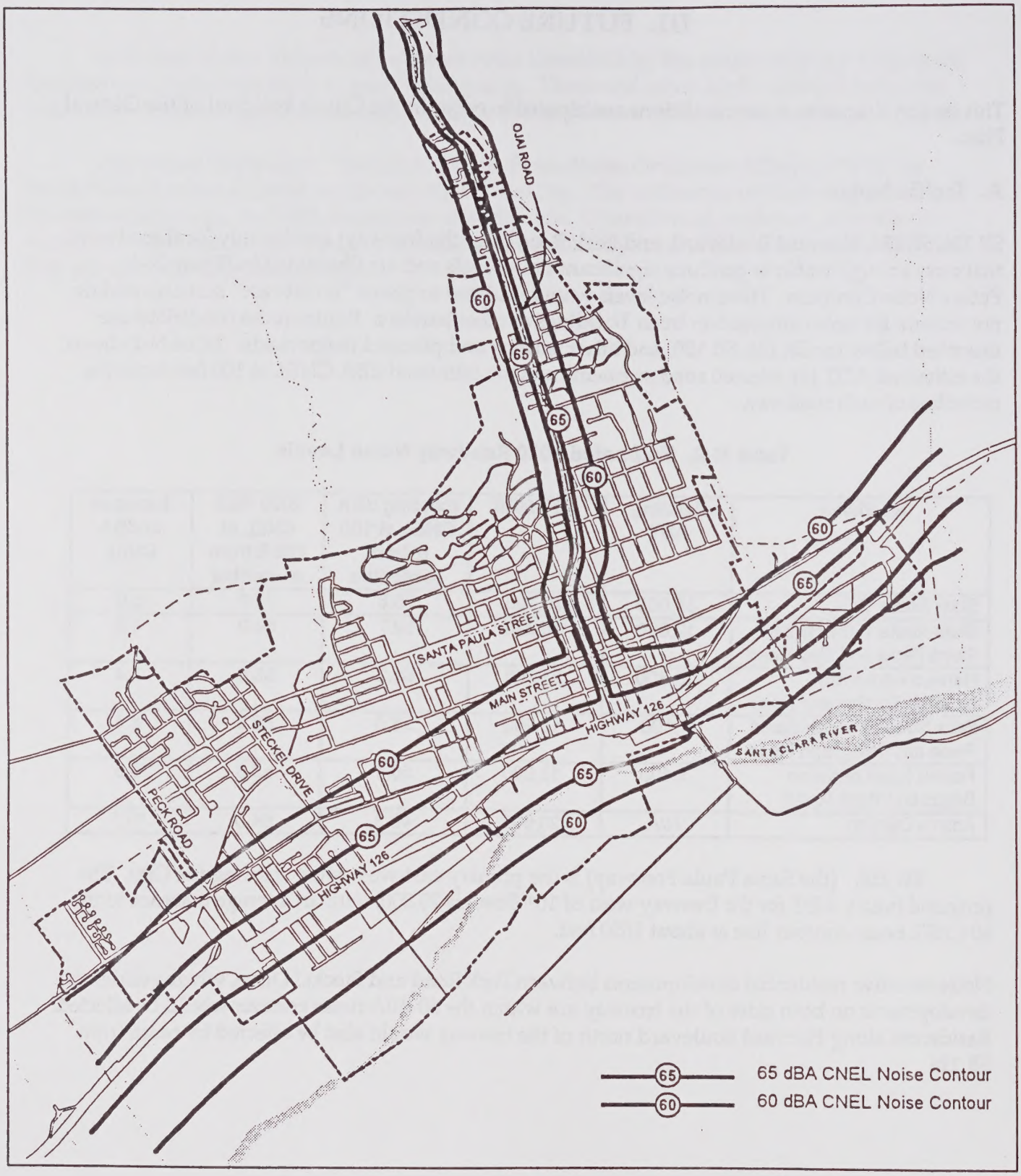
SR 126, SR 150, Harvard Boulevard, and Peck Road (near the freeway) are the only local roadways that carry enough traffic to produce significant noise levels and are illustrated in Figure N-4, Future Noise Contours. These noise levels were calculated to give a "worst case" scenario and do not account for noise attenuation from buildings or other barriers. Future noise conditions are described below for SR 126, SR 150, and other existing and planned major roads. Table N-2 shows the estimated ADT for selected road segments and the estimated dBA CNEL at 100 feet from the centerline of each roadway.

Table N-2. Estimated 2020 Roadway Noise Levels

Roadway	Existing ADT	ADT 2020	Existing dBA CNEL at 100 ft from centerline	2020 dBA CNEL at 100 ft from centerline	Increase in dBA CNEL
State Route 126	35,000	70,100	76.8	79.8	3.0
State Route 150 between Santa Paula and Say Road	12,000	16,300	62.7	64.0	1.3
Harvard Boulevard between Steckel and Peck	10,800	23,700	62.2	65.6	3.4
Peck Road between Santa Paula and Telegraph Road	4,100	15,900	58.0	63.9	5.9
Foothill Road between Briggs and Peck Road	1,400	12,500	56.1	65.6	9.5
Adams Canyon	N/A	23,600	46.3	64.0	17.7

SR 126. (the Santa Paula Freeway) is the primary east-west route crossing the City. The projected future ADT for the freeway west of 10th Street is 70,000, with an average distance to the 60 CNEL noise contour line at about 1650 feet.

Noise sensitive residential developments between Peck Road and Steckel Drive, where residential developments on both sides of the freeway are within the 60 dBA noise contour would be affected. Residences along Harvard Boulevard north of the freeway would also be affected by noise from SR 126.



Future Noise Contours

Figure N-4

SR 150. SR 150 is the primary access between SR 126 and Ojai and would expect an increase in ADT ranging from approximately 5,000 to 7,000. The 60 dBA noise contour produced by buildout traffic ranges from approximately 78 feet in the downtown area to 147 feet in the area of Say Road from the centerline of SR150. Residential development adjacent to the road would expect levels in this range.

Harvard Boulevard. Harvard Boulevard is a primary east-west corridor that parallels SR 126, with ADT anticipated to reach 19,200 between Peck Road and Steckel Drive where residential uses are located. Homes that directly front Harvard Boulevard are within the 60 dBA contour, which will extend approximately 189 feet from the roadway centerline.

Peck Road. Peck Road carries significant traffic between SR 126 and Harvard Boulevard and would be expected to reach an ADT of 13,000 between Santa Paula Road and Telegraph Road at General Plan buildout. The future noise level within 100 feet of the centerline of Peck Road is estimated at 63.9 dBA CNEL. This level of noise exceeds the normally acceptable level for residences and Blanchard School located along this portion of Peck Road.

Adams Canyon Road. Adams Canyon Road is located northwest of Santa Paula and has been identified as an area of potential expansion in the Land Use Element. This primarily rural area currently experiences daytime ambient noise levels of less than 50 dBA. If the area was full developed, an ADT of approximately 22,000 could be expected with a dBA CNEL of 64.0 within 100 feet of the road centerline. Such levels would exceed normally acceptable levels for residential use.

B. Other Future Noise Sources

Santa Paula Airport. Under the Airports Comprehensive Land Use Plan Update for Ventura County, land uses are restricted in the airport vicinity for safety reasons, and are primarily limited to activities that minimize human exposure to aviation hazards. Future use of the airport is not expected to significantly increase over existing conditions, and, therefore, would not be considered a major noise issue in the foreseeable future. Noise contours for projected future (2010) airport operations are shown on Figure N-3. The Ventura County Transportation Commission is currently updating its Airports Comprehensive Land Use Plan. Although no significant increase in traffic at Santa Paula Airport is currently anticipated the City will need to work with the VCTC in its planning effort to ensure that aircraft noise does not become a major issue.

Industrial Operations. Future industrial development in the City of Santa Paula would generally be located away from existing and planned residential and other sensitive uses that would be incompatible with industry. Therefore, noise associated with industrial activities would be expected from sources such as truck traffic serving industrial operations. Future noise from industrial activity is not anticipated to be a major issue and will be addressed on a case-by-case basis.

Commercial Operations. Generally, noise impacts from commercial operations are minor and mostly related to traffic and machinery. This condition is not expected to worsen significantly with buildout of the General Plan. Future commercial development would be located in a pattern that would not significantly affect sensitive uses. Enforcement of the City's Noise Ordinance and

implementation of policies of the Noise Element will assist to further reduce noise impacts related to commercial operations.

Agricultural Operations. Agricultural noise sources are not considered to be a major source of noise existing in the City. Sporadic noise from farm operations is anticipated to continue in and around the City Santa Paula. Packing operations and movement of farm equipment are sources of noise likely to continue in the future, but are not expected to become major noise issues for the community. Noise from outside of the City is not easily regulated by City ordinance or plans.

Santa Paula Branch Line Railroad. The line was purchased by the Ventura County Transportation Commission in 1995. It is uncertain what the ultimate use of the rail corridor will be. Part of the long-term strategy being considered by both Ventura County and Los Angeles County is to revive the rail line for commuter use. A multi-purpose trail system may also be implemented within the right-of-way. It is expected that the Fillmore Western Company may increase excursion use along the corridor and that freight service will also increase. Depending upon future development and demand for such services, the line could become more active. Noise from the line would be intermittent, but could be a potentially significant source of future noise for the sensitive uses in the vicinity of the corridor.

IV. GOALS, OBJECTIVES, AND POLICIES

In this element, GOALS are statements that provide direction and state the desired end condition. The OBJECTIVES state a specific step toward goal achievement. POLICIES are specific statements that guide decision-making. They indicate a clear commitment by the city and generally serve as mandatory criteria. IMPLEMENTATION MEASURES support the goals, objectives, and policies by providing specific programs and standards to carry out the Noise Element policies.

The goals, objectives, and polices that follow include both general goals for limiting noise exposure and measures to address specific noise sources in the City. These areas were selected with input from the Santa Paula City Council and the community as important topics for the Noise Element.

GENERAL GOALS

1.1 Existing exposure of citizens to excessive noise sources should be reduced.

1.2 Development should mitigate undue generation of noise.

1.3 The City of Santa Paula should consider the noise environment as part of land use planning.

TRAFFIC NOISE

Objective

1(a) Minimize the adverse effect of traffic-generated noise on residential and other noise sensitive land uses from noise and highways.

Policies

1.a.a. Use the land use/noise compatibility matrix shown on Figure N-1 to determine the appropriateness of land uses relative to roadway noise. (IM 2, 3, 3a, 3b, 11a)

1.b.b. Work with Caltrans to landscape or install mitigation elements along freeways and highways adjacent to existing residential subdivisions or noise-sensitive uses to reduce noise impacts. (IM 11a, 18)

1.c.c. Work with Caltrans to mitigate the negative effects of noise attributable to new freeways by elevating or depressing them or incorporating other noise attenuation elements. (IM 18)

1.d.d. Minimize noise attributable to vehicular travel in pedestrian oriented areas and residential neighborhoods by inhibiting through trips through the use of diagonal parking, one-way streets, road dips, cul-de-sacs, and other traffic controls. (IM 10)

1.e.e. Provide for the development of alternative transportation modes, such as bicycle paths and pedestrian walkways, to minimize the number of automobile trips. (IM 24)

1.f.f. Require that new equipment and vehicles purchased by the City comply with noise performance standards consistent with the best available noise reduction technology. (IM 15, 16)

1.g.g. Work with local agencies and businesses to provide public transit services that reduce traffic and associated noise. (IM 24, 25)

1.h.h. Work with public transit agencies to ensure that the buses, vans, and other vehicles used do not generate excessive noise levels. (IM 15, 25)

1.i.i. Consider the use of rubberized asphalt paving material for future road paving and re-paving. Studies have indicated that such paving material can result in a 3 to 5 dBA reduction in noise. (IM 10)

1.j.j. Consider the use of speed humps and other "traffic calming" devices to reduce traffic noise in residential areas. (IM 10, 10a)

AIRPORT NOISE

Objective

2(a) Minimize the effect of air traffic noise generated by the existing and future operations of the Santa Paula Airport on residences and other noise sensitive land uses.

Policies

2.a.a. Coordinate with airport officials to address operational noise as conflicts are identified. (IM 14)

2.b.b. Work with airport officials to address noise concerns from aerobatics and air shows on a case by-case basis. (IM 14)

2.c.c. Consider the land use/noise compatibility matrix (Figure N-1) when determining the appropriateness of land uses in the Airport vicinity. (IM 2, 14)

RAILROAD NOISE

Objective

3(a) Minimize the noise effect of railroad operations on residential uses and other sensitive land uses.

Policies

3.a.a. Work with all railroad operators and the Ventura County Transportation Commission to properly maintain lines and establish operational restrictions during the early morning and late evening hours to reduce impacts in residential areas and other noise sensitive areas. (IM 20, 23)

3.b.b. Work with all railroad operators to install noise mitigation features where operations impact existing adjacent residential or other noise sensitive uses. (IM 18, 20, 23)

3.c.c. Consider the land use/noise compatibility matrix (Figure N-1) when determining the appropriateness of land uses in the rail line vicinity. (IM 2)

INDUSTRIAL AND COMMERCIAL NOISE

Objective

4(a) Minimize noise spillover from industrial and commercial operations, including the packing industry, into adjacent residential neighborhoods and other sensitive uses.

Policies

4.a.a. Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area. (IM 11, 11a)

4.b.b. Require that all parking for industrial and commercial uses adjacent to residential areas be enclosed within a structure, buffered by walls, and/or limited hours of operation. (IM 5, 8, 9, 10)

4.c.c. Limit the use of leaf blowers, motorized lawn mowers, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise which adversely affects residential areas. (IM 12)

4.d.d. Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour. (IM 11, 11a)

AGRICULTURAL OPERATION NOISE

Objective

5(a) Minimize noise impacts associated with seasonal and ongoing agricultural operations.

Policy

5a.a. Work with the agricultural industry to address conflicts on a case-by-case basis and develop noise mitigation as practicable. (IM 17)

MIXED RESIDENTIAL/COMMERCIAL NOISE

Objective

6(a) Minimize the local noise impacts associated with the development of residential units above ground floor commercial uses where permitted.

Policies

6.a.a. Require that commercial uses developed as part of a structure containing residences on upper floors not be noise intensive. (IM 4)

6.b.b. Require that building design of structures designed for commercial and residential uses prevent transfer of noise from the commercial to the residential use. (IM 3, 4)

6.c.c. Require common wall and floors between commercial and residential uses to be constructed to minimize the transmission of noise and vibration. (IM 3, 4)

CONSTRUCTION NOISE

Objective

7(a) Minimize the impacts of construction noise on adjacent uses.

Policies

7.a.a. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts. (IM 8, 8a, 12, 13)

7.b.b. Require that construction activities employ feasible and practical techniques which minimize the noise impacts on adjacent uses. (IM 8, 8a, 12, 13)

NOISE TRANSMISSION

Objective

8(a) Ensure that buildings are constructed to prevent adverse noise transmission between different uses located in the same structure and individual residences in multifamily buildings.

Policies

8.a.a. Establish design criteria for commercial buildings that prevent the transmission of significant and unacceptable noise between individual tenants and businesses. (IM 1, 3, 4, 6, 7, 8-11)

8.b.b. Establish design criteria for multi-family buildings that prevent the transmission of significant and unacceptable noise between individual residential units. (IM 4)

GENERAL NOISE

Objective

9(a) Maintain baseline information regarding the noise environment of the City.

Policies

9.a.a. Consider establishing a citizen group to monitor nuisance noise and other noise sources in the City. (IM 12, 13)

9.b.b. Monitor and update data regarding the City's current and projected noise levels. (IM 21, 22)

9.c.c. Employ technological advances in noise impact mitigation as they become available. (IM 22)

V. IMPLEMENTATION MEASURES

This section of the Noise Element indicates the actions and programs that shall be carried out by the City of Santa Paula to implement the goals, objectives, and policies of the Noise Element. These implementation measures, together with the policies, establish and guide the City's annual budget process and day-to-day decision-making so there is continuing progress toward attainment of the goals and objectives. Some policies and implementation measures may need to be re-examined and revised during the plan's time frame. Implementation measures with a letter following the measure number (i.e., 3a) have been added during revision, update, or amendment processes. This number/letter system was used to eliminate the need for renumbering as subsequent additions or revisions to implementation measures are made.

The City of Santa Paula shall take the following actions to implement noise goals, objectives, and policies.

ORDINANCE AND DEVELOPMENT STANDARDS

1. Amend the development code as necessary to account for the policies and programs contained in the Noise Element.

2. Establish exterior land use noise compatibility standards in the Development Code for all new development based on the guidelines shown on Figure N-1 of this Noise Element.

3. Incorporate in the development code requirements that limit maximum interior levels to 45 dBA Ldn in all new residential construction.

3a. For new development within the generalized 60 dBA CNEL noise contour as shown in Figure N-4 of this Noise Element, project applicants shall fund site-specific noise studies to mitigate project impacts. The determination of whether a project site is within the 65 dBA contour is the responsibility of the Planning Department.

3b. When development is subject to noise levels requiring mitigation, the following measures shall be considered and preference shall be given in the following order:

    1. *Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses.*
    2. *Acoustical treatment of buildings.*
    3. *Structural measures: construction of earthen berms or wood or concrete barriers.*

4. Incorporate into the development code standards and requirements that protect inhabitants from impacts of exterior noise, prevent the transference of interior noise to the outside, prevent transference of noise between residential units and individual businesses in multi-tenant buildings, and prevent transference of noise between commercial and residential uses in mixed structures. Standards for insulation, windows, building materials, walls and roofs shall be included.

5. Include in the development code standards and requirements for parking structures and lots to prevent noise effects on-site and on adjacent noise sensitive uses. These could include the use of buffers containing landscape and/or sound walls, use of sound absorbing materials to minimize sound amplification and transmission, enclosure of the façade of parking structures facing a residence, limitation of the hours of operation of surrounding surface parking lots, and other appropriate techniques.

6. Incorporate into the Development Code requirements that all residential, health care, convalescent homes, religious facilities, and other noise-sensitive uses be reviewed (by City staff) for their presence in high noise impact areas (of 60 dBA and greater, as depicted by the Existing and Future Noise Contour Maps show on Figures N-2 and N-4 or as updated by supplemental study). When these uses are proposed within the 60 dBA contour or within fifty (50) feet of this contour, the applicant shall:

    a. Conduct field measurements by a qualified environmental scientist/acoustical engineer to determine a more precise location of existing and projected future noise levels (based on traffic projections included in the Circulation Element or as accepted by the City); and

    b. Identify and commit to measures to mitigate noise impacts (by siting of structures outside of high noise levels, insulation, attenuation, walls or buffers, landscape, or other acceptable techniques) if within the 60 dBA contour.

7. Incorporate into the Development Code requirements that all industrial, commercial, and transportation uses be evaluated by City staff, for their potential to generate noise over 60 dBA at adjacent noise sensitive uses as part of the development and environmental review process. Where a determination that noise from a project may generate noise over 60 dBA has been made by City Staff, the developer shall:

    a. Have an analysis of potential noise impacts prepared by a qualified environmental scientist/acoustical engineer; and

    b. Identify and commit to measures to mitigate noise impacts (siting of use/operations, incorporation of noise walls, berms, or insulation, or other acceptable attenuation technique).

Table N-3 provides examples of the amount of attenuation that would be expected with different types of construction. For sensitive noise receptors that may be developed in or adjacent to high noise areas, construction techniques, such as those described in Table N-3, can reduce noise to acceptable interior noise standards, usually 45 dBA CNEL or less. The Sound Transmission Class (STC) shows the transmission loss in dBA

Table N-3. Sound Transmission Class (STC) of Selected Wall Materials

Wall Material	Sound Transmission Class (Transmission Loss in dBA)
Brick 10 cm to 15cm, various finishes	45 to 60
Hollow Clay Block 14 cm, various finishes	47 to 50
Solid Concrete Block 9 cm to 20 cm various finishes	47 to 62
Wood stud walls, various finishes	47 to 50
Cavity Walls 10cm to 20 cm, various finishes	47 to 50

DEVELOPMENT PERMIT REVIEW

8. The City shall review development proposals according to their potential noise impacts on abutting uses and impacts by abutting uses in accordance with the standards and requirements stipulated by this Plan and incorporated into the Development Code

8a. The City shall consider the use of temporary noise barriers, limited hours of operation, limiting times of year for construction near schools to reduce construction-related noise.

9. Development projects shall be reviewed in accordance with maximum anticipated, or "worst case" noise conditions as the basis for land use decisions and design controls to prevent future incompatibilities.

10. The City shall review the street layout of proposed residential subdivisions with the objective of reducing traffic volumes and through trips as a means to reduce noise levels. The use of road dips, diagonal parking, one-way streets, speed humps, and other traffic controls shall be considered to reduce vehicular travel and speed, provided that engineering and safety standards are met. If determined to be feasible, rubberized asphalt paving material shall be required for all new roads.

10a. Speed limits are legally set in accordance with the prevailing speed of traffic based on engineering studies. However, when feasible, consistent and necessary, the reduction of speed limits on arterials should be used to decrease ambient noise levels.

11. The City shall evaluate the noise impacts of truck deliveries on adjacent residential properties as a part of the development and environmental review process for all commercial and manufacturing uses. Where truck deliveries would have the potential to create noise exceeding 60 dBA CNEL at an adjacent noise sensitive use, the inclusion of noise mitigation techniques such as the use of sound wall or enclosure of delivery areas shall be required.

11a. To reduce noise associated with truck traffic, the City should implement the following noise reduction strategies:

- *The City, in cooperation with Caltrans, shall consider a truck noise reduction plan for Highway 150 and any other roads that experience truck traffic.*
- *The City and Caltrans shall consider limitations on hours of operation and other truck operations that could be limited to reduce noise impacts.*
- *The City should encourage the use of established designated truck routes in accordance with Figure CI-8 of the Circulation Element that avoid residential areas and confine truck traffic to major throughfares.*
- *The City should post designated areas and times to prohibit the use of jake brakes along established truck routes adjacent to sensitive uses. For postings along SR 150 and SR 126, the City should work with Caltrans to establish restrictions on the use of jake brakes.*
- *The City shall consider incorporating truck noise restrictions into the City Noise Ordinance.*

ENFORCEMENT

12. The City shall aggressively pursue enforcement of its Noise Ordinance to respond and mitigate noise violations. Nuisance noise, such as barking dogs and loud music, shall also be an enforcement priority for the City.

13. The City shall monitor and enforce implementation of noise mitigation requirements imposed as part of the project permitting process.

14. The City shall work with the Santa Paula Airport to ensure that local ordinances and state and federal regulations regarding altitudes of departing and arriving aircraft are met.

15. Enforce sections of the California Vehicle Code related to mufflers and modified exhaust systems.

EQUIPMENT IMPROVEMENTS

16. Request noise level specifications from vendors when purchasing new public equipment or vehicles to ensure that noise levels are not excessive.

17. Work with farmers in and around the City to address any identified noise problems relating to the use of farm equipment such as frost protection equipment and farm machinery routes on City streets.

INTERGOVERNMENTAL COORDINATION

18. Work with public agencies and institutions who maintain facilities in the City to ensure that the noise generated by their activities does not spill over onto adjacent properties.

19. Support the efforts of the California Department of Transportation and local transportation agencies in developing noise reduction measures for State Route 126 and State Route 150, including landscaping, sound barrier walls and elevating or depressing roads.

20. Work with the Ventura County Transportation Commission to coordinate noise control efforts planning for current and future railroad operations.

ADMINISTRATIVE

21. Maintain a data file documenting existing and future noise conditions, using the contour maps contained in this Plan. As noise assessments are conducted for proposed projects or other noise studies are performed, the data base shall be updated. The noise data shall be updated entirely at least once every five years.

22. Review and update noise standards and criteria, as necessary, at least every five years to reflect actual noise conditions and available noise control techniques.

23. Work with railroad operators to determine when noise controls may be necessary due to the adjacency of railroad lines to residential uses.

24. The City shall consider a program to encourage the use of bicycles to reduce vehicular traffic and associated noise in Santa Paula as discussed in the Circulation Element. The City shall properly maintain existing bicycle routes, and accordingly, the proposed program shall: encourage the use of bicycle education programs; and initiate public awareness programs to promote and encourage the use of bicycles.

25. Implement Transportation Management Control programs to reduce vehicular travel and associated noise in the City in accordance with goals in the Circulation Element of the General Plan.

VI. RELATIONSHIP TO OTHER ELEMENTS

The Noise Element serves to complement and inform the Land Use Element and Circulation Element of this General Plan. The Noise Element can be used to provide further information and guidance to the Land Use and Circulation Elements.

TECHNICAL APPENDIX

Noise Calculation Spreadsheets

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 126 between Briggs Road and Peck Road - existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA	
Distance to Receptor:	100	feet
Site Condition (Hard or Soft):	soft	
Upgrade longer than 1 mile:	0	%
Existing Total Traffic Volume (ADT):	35,000	vehicles
Ambient Growth Factor:	0.0%	
Future Year :	0	
Total Project Volume (ADT):	0	vehicles
Total Cumulative Growth Volume (ADT):	0	vehicles

Source of Traffic Data Associated Trnasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 between Briggs Road and Peck Road - existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	74.9 dBA	99	213	458	987	2127
Existing + Project	74.9 dBA	99	213	458	987	2127
Future with Ambient Growth	74.9 dBA	99	213	458	987	2127
Future with Ambient Growth and Project	74.9 dBA	99	213	458	987	2127
Future with Ambient Growth and Cumulative Projects	74.9 dBA	99	213	458	987	2127
Future with Ambient, Cumulative, and Project Growth	74.9 dBA	99	213	458	987	2127
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	75.2 dBA	104	224	482	1038	2237
Existing + Project	75.2 dBA	104	224	482	1038	2237
Future with Ambient Growth	75.2 dBA	104	224	482	1038	2237
Future with Ambient Growth and Project	75.2 dBA	104	224	482	1038	2237
Future with Ambient Growth and Cumulative Projects	75.2 dBA	104	224	482	1038	2237
Future with Ambient, Cumulative, and Project Growth	75.2 dBA	104	224	482	1038	2237
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 126 between Briggs Road and Peck Road - future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	70,100 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Trnasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 between Briggs Road and Peck Road - future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	77.9 dBA	157	338	728	1569	3380
Existing + Project	77.9 dBA	157	338	728	1569	3380
Future with Ambient Growth	77.9 dBA	157	338	728	1569	3380
Future with Ambient Growth and Project	77.9 dBA	157	338	728	1569	3380
Future with Ambient Growth and Cumulative Projects	77.9 dBA	157	338	728	1569	3380
Future with Ambient, Cumulative, and Project Growth	77.9 dBA	157	338	728	1569	3380

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	78.3 dBA	165	355	766	1650	3555
Existing + Project	78.3 dBA	165	355	766	1650	3555
Future with Ambient Growth	78.3 dBA	165	355	766	1650	3555
Future with Ambient Growth and Project	78.3 dBA	165	355	766	1650	3555
Future with Ambient Growth and Cumulative Projects	78.3 dBA	165	355	766	1650	3555
Future with Ambient, Cumulative, and Project Growth	78.3 dBA	165	355	766	1650	3555

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	21,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Trnasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	72.7 dBA	70	151	326	702	1513
Existing + Project	72.7 dBA	70	151	326	702	1513
Future with Ambient Growth	72.7 dBA	70	151	326	702	1513
Future with Ambient Growth and Project	72.7 dBA	70	151	326	702	1513
Future with Ambient Growth and Cumulative Projects	72.7 dBA	70	151	326	702	1513
Future with Ambient, Cumulative, and Project Growth	72.7 dBA	70	151	326	702	1513

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	73.0 dBA	74	159	343	739	1591
Existing + Project	73.0 dBA	74	159	343	739	1591
Future with Ambient Growth	73.0 dBA	74	159	343	739	1591
Future with Ambient Growth and Project	73.0 dBA	74	159	343	739	1591
Future with Ambient Growth and Cumulative Projects	73.0 dBA	74	159	343	739	1591
Future with Ambient, Cumulative, and Project Growth	73.0 dBA	74	159	343	739	1591

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	32,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Tmasportation Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	89.7%	89.7%	89.7%
Medium Truck	6.4%	6.4%	6.4%
Heavy Truck	3.9%	3.9%	3.9%

Source: CalTrans

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	65	65	65
Medium Truck	65	65	65
Heavy Truck	65	65	65

Source: default assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 126 east of Hallock Drive - future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	74.5 dBA	93	200	432	930	2004
Existing + Project	74.5 dBA	93	200	432	930	2004
Future with Ambient Growth	74.5 dBA	93	200	432	930	2004
Future with Ambient Growth and Project	74.5 dBA	93	200	432	930	2004
Future with Ambient Growth and Cumulative Projects	74.5 dBA	93	200	432	930	2004
Future with Ambient, Cumulative, and Project Growth	74.5 dBA	93	200	432	930	2004
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	74.9 dBA	98	211	454	978	2107
Existing + Project	74.9 dBA	98	211	454	978	2107
Future with Ambient Growth	74.9 dBA	98	211	454	978	2107
Future with Ambient Growth and Project	74.9 dBA	98	211	454	978	2107
Future with Ambient Growth and Cumulative Projects	74.9 dBA	98	211	454	978	2107
Future with Ambient, Cumulative, and Project Growth	74.9 dBA	98	211	454	978	2107
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Telegraph existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	14,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Telegraph existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	58.0 dBA	#N/A	#N/A	34	73	158
Existing + Project	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient Growth	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient Growth and Project	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient Growth and Cumulative Projects	58.0 dBA	#N/A	#N/A	34	73	158
Future with Ambient, Cumulative, and Project Growth	58.0 dBA	#N/A	#N/A	34	73	158

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	58.4 dBA	#N/A	#N/A	36	78	168
Existing + Project	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient Growth	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient Growth and Project	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient Growth and Cumulative Projects	58.4 dBA	#N/A	#N/A	36	78	168
Future with Ambient, Cumulative, and Project Growth	58.4 dBA	#N/A	#N/A	36	78	168

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Harvard ~~existing~~ future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	22,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles
Source of Traffic Data	Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: defualt assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: defualt assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Harvard existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	59.9 dBA	#N/A	#N/A	46	99	213
Existing + Project	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient Growth	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient Growth and Project	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient Growth and Cumulative Projects	59.9 dBA	#N/A	#N/A	46	99	213
Future with Ambient, Cumulative, and Project Growth	59.9 dBA	#N/A	#N/A	46	99	213
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.3 dBA	#N/A	#N/A	49	105	226
Existing + Project	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient Growth	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient Growth and Project	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient Growth and Cumulative Projects	60.3 dBA	#N/A	#N/A	49	105	226
Future with Ambient, Cumulative, and Project Growth	60.3 dBA	#N/A	#N/A	49	105	226
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Main existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	14,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	93.7%	93.7%	93.7%
Medium Truck	5.5%	5.5%	5.5%
Heavy Truck	0.8%	0.8%	0.8%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Main existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	59.3 dBA	#N/A	#N/A	42	89	193
Existing + Project	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient Growth	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient Growth and Project	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient Growth and Cumulative Projects	59.3 dBA	#N/A	#N/A	42	89	193
Future with Ambient, Cumulative, and Project Growth	59.3 dBA	#N/A	#N/A	42	89	193
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	59.6 dBA	#N/A	#N/A	44	94	203
Existing + Project	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient Growth	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient Growth and Project	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient Growth and Cumulative Projects	59.6 dBA	#N/A	#N/A	44	94	203
Future with Ambient, Cumulative, and Project Growth	59.6 dBA	#N/A	#N/A	44	94	203
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Main future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	22,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	93.7%	93.7%	93.7%
Medium Truck	5.5%	5.5%	5.5%
Heavy Truck	0.8%	0.8%	0.8%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	25	25	25
Medium Truck	25	25	25
Heavy Truck	25	25	25

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Barbara and Main future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	61.2 dBA	#N/A	26	56	121	260
Existing + Project	61.2 dBA	#N/A	26	56	121	260
Future with Ambient Growth	61.2 dBA	#N/A	26	56	121	260
Future with Ambient Growth and Project	61.2 dBA	#N/A	26	56	121	260
Future with Ambient Growth and Cumulative Projects	61.2 dBA	#N/A	26	56	121	260
Future with Ambient, Cumulative, and Project Growth	61.2 dBA	#N/A	26	56	121	260
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	61.6 dBA	#N/A	27	59	127	275
Existing + Project	61.6 dBA	#N/A	27	59	127	275
Future with Ambient Growth	61.6 dBA	#N/A	27	59	127	275
Future with Ambient Growth and Project	61.6 dBA	#N/A	27	59	127	275
Future with Ambient Growth and Cumulative Projects	61.6 dBA	#N/A	27	59	127	275
Future with Ambient, Cumulative, and Project Growth	61.6 dBA	#N/A	27	59	127	275
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	16,300 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: assumed

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.1 dBA	#N/A	30	64	137	296
Existing + Project	62.1 dBA	#N/A	30	64	137	296
Future with Ambient Growth	62.1 dBA	#N/A	30	64	137	296
Future with Ambient Growth and Project	62.1 dBA	#N/A	30	64	137	296
Future with Ambient Growth and Cumulative Projects	62.1 dBA	#N/A	30	64	137	296
Future with Ambient, Cumulative, and Project Growth	62.1 dBA	#N/A	30	64	137	296

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.5 dBA	#N/A	32	68	147	317
Existing + Project	62.5 dBA	#N/A	32	68	147	317
Future with Ambient Growth	62.5 dBA	#N/A	32	68	147	317
Future with Ambient Growth and Project	62.5 dBA	#N/A	32	68	147	317
Future with Ambient Growth and Cumulative Projects	62.5 dBA	#N/A	32	68	147	317
Future with Ambient, Cumulative, and Project Growth	62.5 dBA	#N/A	32	68	147	317

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	12,000 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	93.7%	93.7%	93.7%
Medium Truck	5.5%	5.5%	5.5%
Heavy Truck	0.8%	0.8%	0.8%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: HWY 150 between Santa Paula and Say Rd. existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.0 dBA	#N/A	29	63	136	293
Existing + Project	62.0 dBA	#N/A	29	63	136	293
Future with Ambient Growth	62.0 dBA	#N/A	29	63	136	293
Future with Ambient Growth and Project	62.0 dBA	#N/A	29	63	136	293
Future with Ambient Growth and Cumulative Projects	62.0 dBA	#N/A	29	63	136	293
Future with Ambient, Cumulative, and Project Growth	62.0 dBA	#N/A	29	63	136	293

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.4 dBA	#N/A	31	67	144	311
Existing + Project	62.4 dBA	#N/A	31	67	144	311
Future with Ambient Growth	62.4 dBA	#N/A	31	67	144	311
Future with Ambient Growth and Project	62.4 dBA	#N/A	31	67	144	311
Future with Ambient Growth and Cumulative Projects	62.4 dBA	#N/A	31	67	144	311
Future with Ambient, Cumulative, and Project Growth	62.4 dBA	#N/A	31	67	144	311

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 2-Jul-97

Roadway: Harvard between Steckel and Peck

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	10,800 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: defualt assumption

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: defualt assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 2-Jul-97

Roadway: Harvard between Steckel and Peck

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.3 dBA	#N/A	#N/A	48	104	225
Existing + Project	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient Growth	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient Growth and Project	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient Growth and Cumulative Projects	60.3 dBA	#N/A	#N/A	48	104	225
Future with Ambient, Cumulative, and Project Growth	60.3 dBA	#N/A	#N/A	48	104	225
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	60.7 dBA	#N/A	#N/A	52	112	241
Existing + Project	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient Growth	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient Growth and Project	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient Growth and Cumulative Projects	60.7 dBA	#N/A	#N/A	52	112	241
Future with Ambient, Cumulative, and Project Growth	60.7 dBA	#N/A	#N/A	52	112	241
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Harvard between Steckle and Peck

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	23,700 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: default assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: defualt assumption

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Harvard between Steckle and Peck

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	63.7 dBA	#N/A	38	82	176	380
Existing + Project	63.7 dBA	#N/A	38	82	176	380
Future with Ambient Growth	63.7 dBA	#N/A	38	82	176	380
Future with Ambient Growth and Project	63.7 dBA	#N/A	38	82	176	380
Future with Ambient Growth and Cumulative Projects	63.7 dBA	#N/A	38	82	176	380
Future with Ambient, Cumulative, and Project Growth	63.7 dBA	#N/A	38	82	176	380

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	64.1 dBA	#N/A	41	88	189	406
Existing + Project	64.1 dBA	#N/A	41	88	189	406
Future with Ambient Growth	64.1 dBA	#N/A	41	88	189	406
Future with Ambient Growth and Project	64.1 dBA	#N/A	41	88	189	406
Future with Ambient Growth and Cumulative Projects	64.1 dBA	#N/A	41	88	189	406
Future with Ambient, Cumulative, and Project Growth	64.1 dBA	#N/A	41	88	189	406

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Adams Canyon future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	23,600 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: default assupmtion

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	30	30	30
Medium Truck	30	30	30
Heavy Truck	30	30	30

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Adams Canyon future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.1 dBA	#N/A	30	64	138	296
Existing + Project	62.1 dBA	#N/A	30	64	138	296
Future with Ambient Growth	62.1 dBA	#N/A	30	64	138	296
Future with Ambient Growth and Project	62.1 dBA	#N/A	30	64	138	296
Future with Ambient Growth and Cumulative Projects	62.1 dBA	#N/A	30	64	138	296
Future with Ambient, Cumulative, and Project Growth	62.1 dBA	#N/A	30	64	138	296

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	62.5 dBA	#N/A	32	68	147	316
Existing + Project	62.5 dBA	#N/A	32	68	147	316
Future with Ambient Growth	62.5 dBA	#N/A	32	68	147	316
Future with Ambient Growth and Project	62.5 dBA	#N/A	32	68	147	316
Future with Ambient Growth and Cumulative Projects	62.5 dBA	#N/A	32	68	147	316
Future with Ambient, Cumulative, and Project Growth	62.5 dBA	#N/A	32	68	147	316

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Peck Road between Santa Paula and Telegraph existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	4,100 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Peck Road between Santa Paula and Telegraph existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	56.1 dBA	#N/A	#N/A	25	55	118
Existing + Project	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient Growth	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient Growth and Project	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient Growth and Cumulative Projects	56.1 dBA	#N/A	#N/A	25	55	118
Future with Ambient, Cumulative, and Project Growth	56.1 dBA	#N/A	#N/A	25	55	118
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	56.5 dBA	#N/A	#N/A	27	59	126
Existing + Project	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient Growth	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient Growth and Project	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient Growth and Cumulative Projects	56.5 dBA	#N/A	#N/A	27	59	126
Future with Ambient, Cumulative, and Project Growth	56.5 dBA	#N/A	#N/A	27	59	126
Change in Noise Levels						
Due to Project	0.0 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	0.0 dBA					
Due to All Future Growth	0.0 dBA					

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck existing

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	1,400 vehicles
Ambient Growth Factor:	0.0%
Future Year :	0
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck future

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	63.6 dBA	#N/A	37	81	174	374
Existing + Project	63.6 dBA	#N/A	37	81	174	374
Future with Ambient Growth	63.6 dBA	#N/A	37	81	174	374
Future with Ambient Growth and Project	63.6 dBA	#N/A	37	81	174	374
Future with Ambient Growth and Cumulative Projects	63.6 dBA	#N/A	37	81	174	374
Future with Ambient, Cumulative, and Project Growth	63.6 dBA	#N/A	37	81	174	374

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	64.1 dBA	#N/A	40	87	186	402
Existing + Project	64.1 dBA	#N/A	40	87	186	402
Future with Ambient Growth	64.1 dBA	#N/A	40	87	186	402
Future with Ambient Growth and Project	64.1 dBA	#N/A	40	87	186	402
Future with Ambient Growth and Cumulative Projects	64.1 dBA	#N/A	40	87	186	402
Future with Ambient, Cumulative, and Project Growth	64.1 dBA	#N/A	40	87	186	402

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No.
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck future

PROJECT DATA and ASSUMPTIONS

Vehicle Noise Emission Levels (CALVENO or FHWA)	FHWA
Distance to Receptor:	100 feet
Site Condition (Hard or Soft):	soft
Upgrade longer than 1 mile:	0 %
Existing Total Traffic Volume (ADT):	12,500 vehicles
Ambient Growth Factor:	0.0%
Future Year :	2020
Total Project Volume (ADT):	0 vehicles
Total Cumulative Growth Volume (ADT):	0 vehicles

Source of Traffic Data Associated Traffic Engineers

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	97.5%	97.5%	97.5%
Medium Truck	1.8%	1.8%	1.8%
Heavy Truck	0.7%	0.7%	0.7%

Source: Default Assumption

Percentage of Daily Traffic

Existing and Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Project

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Assumed

Average Speed

Existing

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: City Public Works Department

Future

	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Default assumtion

ROADWAY TRAFFIC NOISE

Project: Santa Paula Noise Element Project No. 0
Date: 1-Jul-97

Roadway: Foothill Road between Briggs and Peck existing

Vehicle Noise Emission Levels*: FHWA

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	54.1 dBA	#N/A	#N/A	#N/A	40	87
Existing + Project	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient Growth	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient Growth and Project	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient Growth and Cumulative Projects	54.1 dBA	#N/A	#N/A	#N/A	40	87
Future with Ambient, Cumulative, and Project Growth	54.1 dBA	#N/A	#N/A	#N/A	40	87

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site 100 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet 75	70	65	60	55
Existing	54.5 dBA	#N/A	#N/A	#N/A	43	93
Existing + Project	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient Growth	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient Growth and Project	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient Growth and Cumulative Projects	54.5 dBA	#N/A	#N/A	#N/A	43	93
Future with Ambient, Cumulative, and Project Growth	54.5 dBA	#N/A	#N/A	#N/A	43	93

Change in Noise Levels	
Due to Project	0.0 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.0 dBA
Due to All Future Growth	0.0 dBA

*NOTES: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

#N/A = Not Applicable

City of Santa Paula General Plan

SAFETY ELEMENT

April 15, 1996

Resolution #5255

City of Santa Paula
HOMETOWN U. S. A.

City of Santa Paula General Plan

SAFETY ELEMENT

F I N A L

April 13, 1998

Resolution #5263

City of Santa Paula General Plan
Safety Element

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I. PURPOSE AND AUTHORITY

The City of Santa Paula has prepared this revised Safety Element of the General Plan in compliance with California State law. This document supersedes the Seismic Safety Element prepared for the City in 1974 by the Ventura County Environmental Resources Agency, Planning Division. It complements and is consistent with the goals and policies and other elements that make up the City of Santa Paula General Plan.

The adoption or amendment of a general plan is a legislative act. The Safety Element, and all elements of the General Plan, have equal legal status.

City staff determined that an updated Safety Element was necessary to expand and localize safety issues specifically for Santa Paula. The updated Safety Element should assist the City in planning for hazards and responding to disasters by serving the following functions:

- *Providing an accurate and updated assessment of the natural and human-related hazards in the City, including, but not limited to, earthquakes, landslides, subsidence/settlement, expansive soils, liquefaction, seiche, dam inundation, fire, flood, and release of hazardous materials;*
- *Providing a framework by which safety considerations are introduced into the land use planning process;*
- *Recommending revisions in the development review process, by facilitating the identification and mitigation of hazards;*
- *Providing policies directed at identifying and reducing hazards; and*
- *Strengthening earthquake, inundation, fire, flood, and hazardous materials preparedness specific to Santa Paula.*

The Safety Element became a mandatory part of the general plan in 1975 when the State Legislature adopted SB 271 (Chapter 1104). The initial legislation focused on the adoption of policies relating to fire safety, flooding, and geologic hazards. In 1984 the State revised the Legislation (AB 2038; Chapter 1009) expanding the list of safety element issues and combining the Safety Element and Seismic Safety Element into a single document. The focus of the Safety Element is to adopt policies that will .. "reduce death, injuries, property damage, and the economic and social dislocation resulting from natural hazards." Although the emphasis is on fire, flooding, geologic, and seismic hazards, other relevant safety issues include hazardous materials, aircraft safety, police protection, crude oil operations within the planning area, and critical and lifeline facilities.

Section 65302 (g) of the Government Code Section specifies that:

> *[The general plan shall include a] safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply*

requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

Other pertinent sections of the California code pertaining to geologic and seismic hazards include (Government Code Section 65302.5 and Public Resources Code 2697, 2699 and 4102). Sections pertaining to Fire include Public Resources Code 4125 and 4128.5. Copies of these applicable Code sections are included as an Appendix to this document.

The Safety Element is consistent with the other elements of the General Plan, supporting and complementing the Plan's goals and policies and the related elements. The Land Use Element establishes use and density designations, and controls zoning for all land Citywide. Therefore, the Safety Element considers use and density based upon the degree of hazard that may be present. Similarly, the Housing and Conservation and Open Space Elements address land that may be set aside for certain specific purposes. Decisions regarding the location of multi-family housing, for example, will be better informed when framed within data related to the City's safety hazards and emergency service provision. Open space designations are commonly linked to areas of geologic or flood hazard. The Circulation Element emphasizes transportation issues, which relates to the provision of emergency response in the event of a disaster.

This Safety Element is designed to provide the input necessary to assist the City of Santa Paula in achieving balanced planning decisions. It recognizes the importance of the public safety, and the need to integrate safety concerns with other local issues.

II. EXISTING CONDITIONS AND ISSUES

The City of Santa Paula is situated in the Santa Clara River Valley of central Ventura County. The City boundaries cover about 4.5 square miles. The City's planning area, which includes adjacent unincorporated areas under the City's general planning jurisdiction, covers about 74 square miles. The General Plan, including the Safety Element, applies to this larger planning area which is also known as the City's Area of Interest.

The Santa Clara River Valley lies within the Transverse Range Province which is evidenced by east-west trending mountains bounding the valley on the north and south. The major drainages to the Santa Clara River within the City's planning area include: Adams Canyon; Fagan Canyon; Santa Paula Creek; and Timber Canyon. The developed portions of the City are located primarily on the Santa Clara Valley floor and on slopes of 0-20%, although a great majority of the City is on slopes of 5% or less. Steeper slopes exist in the mountainous terrain to the south toward South Mountain, and to the north toward Sulphur Mountain and Santa Paula Ridge.

Access to the City is primarily via two major arterials. From the east and west, entrance to the City is via State Route 126 (SR 126). Access from the north is via State Route 150/Ojai Road (SR 150). A privately owned airport exists within Santa Paula and can accommodate small single- or double-engine aircraft during the daylight hours.

The City of Santa Paula Police Department provides police protection service to the community within the corporate boundaries. The main police station is located at 214 South Tenth Street. The City of Santa Paula also provides fire protection services within the corporate boundaries. Two fire stations exist within the City: one in the downtown area and one in the west end of the City. The City of Santa Paula Department of Public Works provides water delivery service to the City. The water is piped into storage tanks from groundwater wells penetrating the Santa Paula Groundwater Basin, and then supplied to the public by gravity flow.

The City is served by one area hospital: Santa Paula Memorial Hospital (60 bed facility). There is also an urgent care facility, Rural Health Care, which is an extension of the Santa Paula Memorial Hospital.

Regional Stratigraphy. The Santa Paula planning area lies within the geologic boundaries of the Ventura Basin. The Ventura Basin has a remarkably thick section of mostly marine sedimentary rocks, which totals more than 58,000 feet. These deposits reflect perhaps the thickest accumulation of Pliocene deposits in the world (Norris and Webb, 1990). The lithologic stratigraphy beneath the Santa Paula area includes thick alluvial and unconsolidated sediments accumulated beneath the Santa Clara River Valley, overlying Miocene- and Pliocene-aged bedrock. The Miocene- and Pliocene-aged bedrock outcrops exist on South Mountain, and south of Sulphur Mountain and Santa Paula Ridge. Eocene-aged bedrock outcrops exist on Santa Paula Ridge and north of Sulphur Mountain, north of the Santa Clara River Valley.

With the exception of the Saugus Formation (exposed along the northern boundary of the Santa Clara River in the planning area) and the Sespe Formation (exposed northeast of Santa Paula

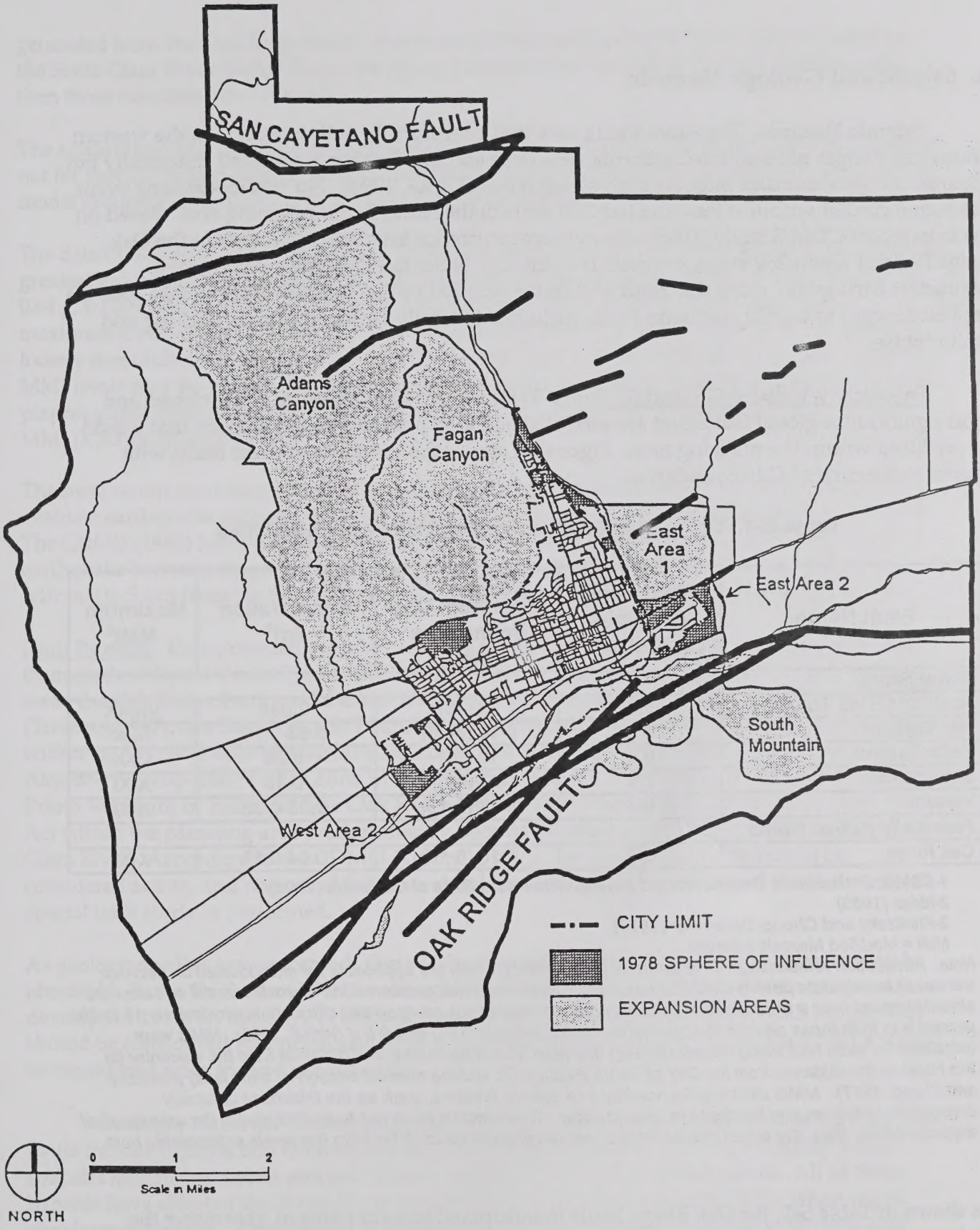
Ridge and adjacent to the Santa Clara River Valley on the south), the claystone, shale, and sandstone bedrock exposed in the mountainous regions are sedimentary, relatively soft, and of marine origin. The marine Eocene rocks exposed in the mountains north of the Santa Clara River Valley, and within the planning area, consist of the harder Coldwater Sandstone, Cozy Dell Shale, and Matilija Sandstone. Locally, soil cover and landslides occur on the hillsides. The location of sedimentary and alluvial sequences, and mapped landslide areas, within the planning area, can be found on the geologic maps for the Santa Paula and Santa Paula Peak quadrangles by Dibblee (1990 and 1992).

Regional Structural Geology. The City of Santa Paula lies within the western Transverse Ranges geologic province of southern California. This province is characterized by east-west trending folds, faults, and mountain ranges -- which are transverse to the northwest trend of most of the geologic features in California. Structural geology of the region has been described in several reports including Norris and Webb (1990), Yerkes and Lee (1981), Yeats and Huftile (1995), and Weber (1973).

Regional east to west trending folds and faults traverse the western Transverse Ranges, and high rates of deformation have resulted from probable Holocene movement along east-west trending reverse faults in the planning area. The most prominent of these faults is the San Cayetano Fault, located in the northern end of the planning area. The San Cayetano Fault is a north dipping reverse fault, which has thrust older Eocene rocks on top of younger Miocene, Pliocene, and Pleistocene rocks. The maximum amount of displacement observed is about 9,000 meters at Sespe Creek, northeast of the City of Santa Paula and the planning area. The San Cayetano Fault is considered an active fault.

The Oak Ridge Fault lies beneath the Santa Clara River and trends northeast-southwest through the City of Santa Paula Planning Area. The Oak Ridge Fault is a south-dipping, reverse fault which thrusts lower Miocene and upper Eocene strata over upper Pleistocene strata. South of the City of Santa Paula, near the Saticoy area, the displacement of sediments by the Oak Ridge Fault has caused a groundwater barrier. Evidence that the Oak Ridge Fault was active in the Miocene can be seen in the Oakridge oil field, where the fault separates a thin Miocene sequence on the south side from a thick Miocene sequence on the north side. The vertical displacement of the Miocene Saugus Formation near Santa Paula (in the Oakridge oil field) is approximately 2.3 kilometers.

More recently, the Oak Ridge Fault has been called a "continuation" of the Northridge blind thrust fault that caused the Northridge earthquake of January 1994 (Yeats and Huftile, 1995). However, no primary surface rupture seems to have accompanied the Northridge earthquake. Although the Oak Ridge Fault is not considered active based on the Alquist-Priolo Special Studies Zones (1994) definitions (no evidence supporting surface displacement in the Holocene - the last 11,000 years), its association with the Northridge blind thrust fault and the Northridge earthquake of 1994 indicates that the fault should be considered as active for land use purposes, particularly in the South Mountain area. In addition, the Fault Activity Map of California and Adjacent Areas compiled by Charles W. Jennings for the Department of Conservation, California Division of Mines and Geology (CDMG) (1994), indicates that evidence for Holocene activity on the Oak Ridge Fault exists south of Fillmore, east of the City of Santa Paula planning area. Figure S-1 shows the location of the San Cayetano and Oak Ridge Fault zones.



Select Faults In the Santa Paula Planning Area Figure S-1

A. Seismic and Geologic Hazards

Seismic Hazards. The Santa Paula area is in a seismically active region. In the western Transverse Ranges of Southern California, few large earthquakes have occurred historically but geologic and geodetic data indicate high strain rates (CDMG, 1996). No surface-faulting event has been recorded within at least the last 200 years in the Santa Paula planning area. Based on the most recent CDMG study (1995), the average recurrence interval calculated for the Oak Ridge Fault, of about 250 years, suggests that the City of Santa Paula may experience a destructive earthquake along this fault within the next 200 years. Seismic hazards that pose the greatest concern to the City of Santa Paula include seismically-induced ground shaking and fault rupture.

Seismically-Induced Ground Shaking. Table S-1 provides a listing of the closest and most significant regional faults that are modeled herein to predict ground shaking that would be produced within the planning area. Figure S-1 shows the locations of these faults with respect to the current City boundaries.

Table S-1. Estimated Ground Accelerations and Intensities

Fault Name	Maximum Credible Earthquake[1]	Distance in Miles from City Boundaries (km)	Acceleration (g)[2]	Maximum MMI[3]
Active Faults				
Northridge Blind Thrust	6.9	30 (48)	0.085	VIII-IX
San Cayetano	6.8	0-10 (0-16)	0.63-0.26	IX-X
Santa Susana	6.6	10 (16)	0.26	IX-X
San Andreas	7.8	26 (42)	0.18	X-XI
Ventura	6.8	5-10 (8-16)	0.38-0.25	X-XI
Potentially Active Faults				
Oak Ridge	6.9	0-10 (0-16)	0.64-0.26	X-XI

1-CDMG, Probabilistic Seismic Hazard Assessment for the State of California (1996)
2-Idriss (1985)
3-Krinitzsky and Chang, December (1977)
MMI = Modified Mercalli Intensity

Note: Attenuation relationships developed by Idriss (1985), which are applicable for sites located on bedrock, were used to calculate peak ground accelerations. Peak horizontal accelerations on rock and stiff soil sites are almost identical over a wide range of accelerations. Accelerations on deep soil sites are approximately 15 to 20 percent less than those on rock at acceleration levels between 0.2 g and 0.5 g (Idriss, 1985). MMIs were calculated for each fault using the relationship between MCE magnitudes and distance from the epicenter (in this instance the distance from the City of Santa Paula limits and the nearest section of each fault) (Krinitzky and Chang, 1977). MMIs can be influenced by site specific features, such as the thickness of loosely consolidated alluvium and the depth to groundwater. These factors have not been included in the calculation of expected MMIs; thus, the actual intensities that are felt at a site could differ from the levels extrapolated here.

As shown in Table S-1, the Oak Ridge Fault is anticipated to be capable of generating the highest ground accelerations for known faults in the area. However, an earthquake along the San Andreas Fault or the Ventura Fault, though anticipated to produce lower ground accelerations, are estimated to generate a MMI in the Santa Paula area equivalent to that

generated from the Oak Ridge Fault. For those portions of the City of Santa Paula located on the Santa Clara River Valley Floor, the ground accelerations would be 15 to 20 percent lower than those calculated in Table S-1.

The acceleration and intensity data presented herein is provided for general planning purposes, not for specific design considerations. Site specific design studies are necessary to adequately model ground accelerations and MMIs for a particular structure and area.

The data by Krinitzsky and Chang (1977), Idriss (1985), and the CDMG (1996), indicates that the greatest ground acceleration that the City would be subject to is a peak ground acceleration of 0.64 g, which would result in a MMI of X-XI. Such an event could be produced from a maximum credible earthquake (MCE) of 6.9 occurring along the Oak Ridge Fault. In areas of loosely consolidated alluvium or areas with a water table within 30 feet from ground surface, MMI levels may be greater. In addition, although lower ground accelerations may occur in the planning area from an earthquake generated on the San Andreas or Ventura Faults, a similar MMI (X-XI) is anticipated.

The most recent modeling efforts of seismic experts (probabilistic modeling) have attempted to evaluate earthquake potential for a given area by factoring all available potential fault sources. The CDMG (1996) have estimated that in the next 50 years, there is about a 10% chance of an earthquake between magnitudes 6.5 and 7.0, and peak ground accelerations exceeding 0.7 g, within 0 to 5 km from the Santa Paula area. This corresponds to a MMI of VIII or greater.

Fault Rupture. One potentially active, and one active, fault have been mapped, and identified through the Alquist-Priolo Special Studies Zone Act, within the City of Santa Paula planning area: the Oak Ridge Fault; and the San Cayetano Fault, respectively. According to the CDMG (Treiman, 1997), the San Cayetano Fault, located in the northern portion of the planning area, is within an Alquist-Priolo Special Studies Zone. The Oak Ridge Fault, though not within an Alquist-Priolo Special Studies Zone in the planning area, has a section zoned under the Alquist-Priolo Act south of Fillmore. The Oak Ridge Fault has not been zoned under the Alquist-Priolo Act within the planning area predominantly because the fault is concealed under the Santa Clara River. According to the CDMG (Treiman, 1997), the Oak Ridge Fault should be considered active, and no critical facilities should be located in the vicinity of the fault unless a special fault study is performed.

As geologic studies are performed, there is the possibility that additional active faults may be identified. Santa Paula should follow the guidelines of the Alquist-Priolo Act for proposed new development within the City. A setback from the mapped potentially active Oak Ridge Fault should be considered for critical and lifeline facilities within the City. These constraints should be considered prior to land use planning.

Geologic Hazards. Geologic hazards that pose the greatest concern to the City of Santa Paula include liquefaction from seismically-induced ground shaking, slope stability which includes landslides, debris and mud flows, rock falls, and soil related hazards. All of these hazards have affected the Santa Paula area to some extent since the mid-1950s, when rapid development began. An awareness of these potential geohazards is needed with increased population density and encroachment into the hills and mountains.

Liquefaction. Based upon the Seismic Hazard Mapping Act criterion and the geologic maps for the Santa Paula and Santa Paula Peak Quadrangles (Dibblee, 1990 and 1992), areas within the City of Santa Paula and the surrounding planning area which fall into a high hazard category for liquefaction due to seismically-induced ground shaking are shown on Figure S-2.

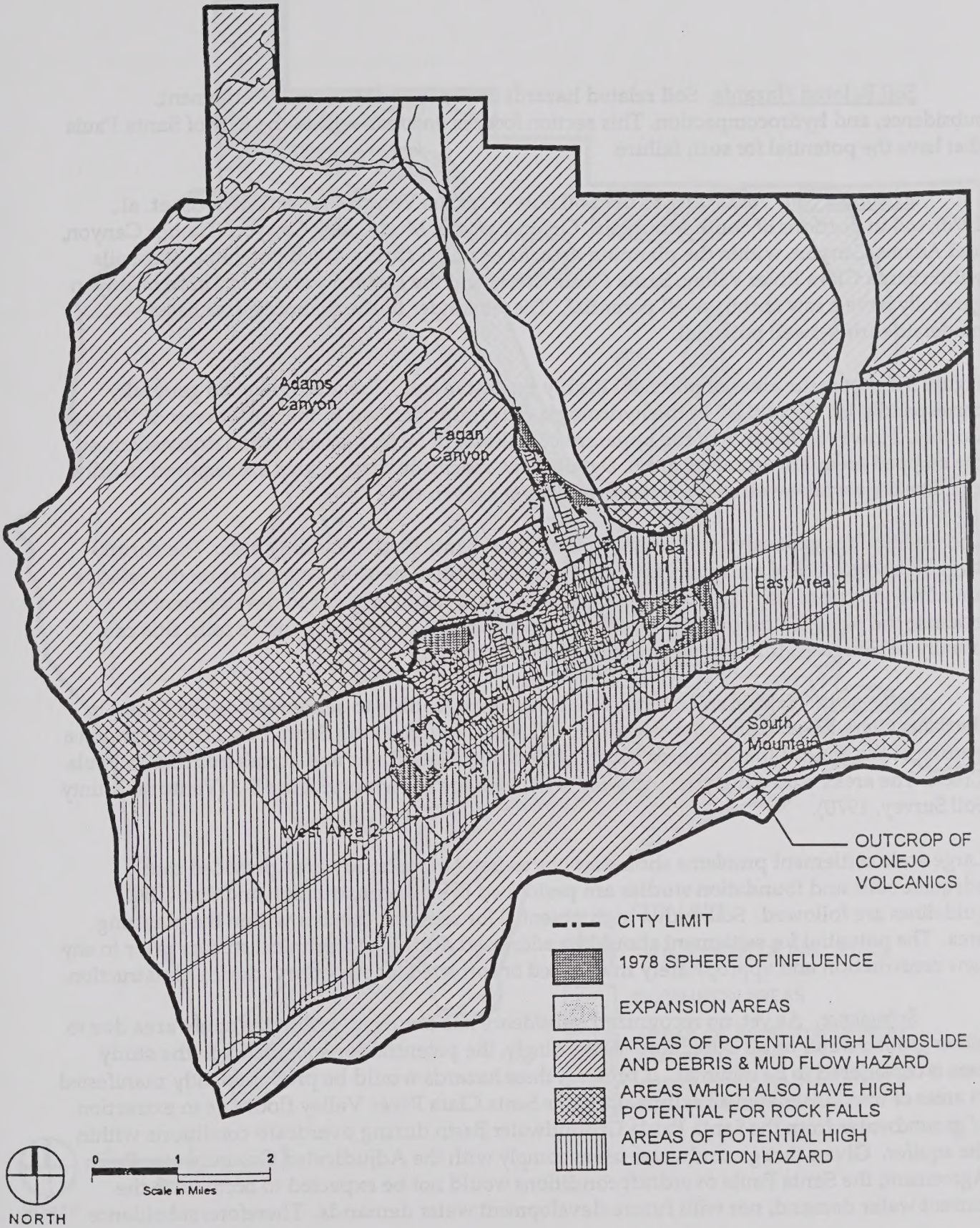
These areas were designated by the presence of unconsolidated alluvial sediments greater than 10 feet thick. Within this entire zone, it was assumed that depth to groundwater fluctuates but likely rises to within 40 feet of the ground surface (the criteria for high liquefaction potential). The geologic units (Qa and Qg) considered as potentially liquefiable sediments in this evaluation, were mapped in the Santa Paula and Santa Paula Peak areas by Dibblee (1992 and 1990).

To more accurately determine the potential for liquefaction, site specific geologic studies are required. These studies should be performed prior to new construction and for the retrofitting of critical facilities. The studies should include site specific depth to groundwater and soil composition. Areas having liquefiable sediments should be identified, and structures should be properly designed to withstand the conditions.

Slope Stability (Landslides, Debris and Mud Flows, and Rock Falls). Numerous landslides have been mapped within the hillsides of the City of Santa Paula (Dibblee, 1990 and 1992). The hillsides also are prone to debris and mud flows, and to rock falls. Land development near or at the base of canyons, cliffs, or landslides should take these hazards into consideration during the planning, construction and estimated life of the development. Because many factors contribute to the instability of hill slopes (precipitation, soil and rock lithology and induration, seismic ground shaking, steepness of slope, and manmade grading), the Uniform Building Code (UBC, 1994) requires that site specific investigations be performed for development on hill sides. These specific investigations require:

- *Preliminary studies by qualified geotechnical engineers and engineering geologists;*
- *Developers to retain both engineering geologists and geotechnical engineers during construction;*
- *Certification as to the stability of the proposed building site, with relationship to adverse effects from rain and earthquakes, prior to the issuance of building permits;*
- *Coordination between the civil engineer and the project engineering geologist/geotechnical engineer during the construction grading;*
- *Mitigation of onsite hazards caused by grading that may affect adjacent properties, including erosion and slope instability; and*
- *Development within areas with a known high potential for landslides, debris flows, mud flows, and rock falls should follow the appropriate UBC criteria and site specific studies should be performed prior to development.*

Based on the Seismic Hazard Mapping Act criteria, the geologic maps for the Santa Paula and Santa Paula Peak Quadrangles (Dibblee, 1990, 1992), and the planning area Slope Map (City of Santa Paula, 1995), areas within the City of Santa Paula and the surrounding planning area which fall into a high hazard category for landslides due to seismically-induced ground shaking are shown on Figure S-2. The areas which fall into a high hazard category for mud and debris flows, and rock falls are also shown on Figure S-2.



Seismic and Geologic Hazards

Figure S-2

Soil Related Hazards. Soil related hazards include expansive soils, settlement, subsidence, and hydrocompaction. This section focuses on areas within the City of Santa Paula that have the potential for such failure.

Expansive Soil. According to the Soil Survey for the Ventura Area (Edwards, et. al., 1970), soil in portions of South Mountain, Orcutt Canyon, Mud Creek Canyon, Timber Canyon, and Adams Canyon, within the planning area, have a high shrink-swell potential. The soils within Santa Clara River Valley, Santa Paula Creek, and the eastern portion of Timber Canyon generally have a low shrink-swell potential. The remainder of the planning area has a moderate shrink-swell potential.

Figure S-3 shows the areas of potential highly expansive soil. The areas mapped generally correspond with "Group D" of the hydrologic soil groups defined in the Soil Survey of Ventura County. However, because of the apparent complexity of factors affecting soil expansiveness, the mapped areas are estimates only. Detailed site specific investigations are required to fully evaluate the shrink-swell characteristics of soils at a given site.

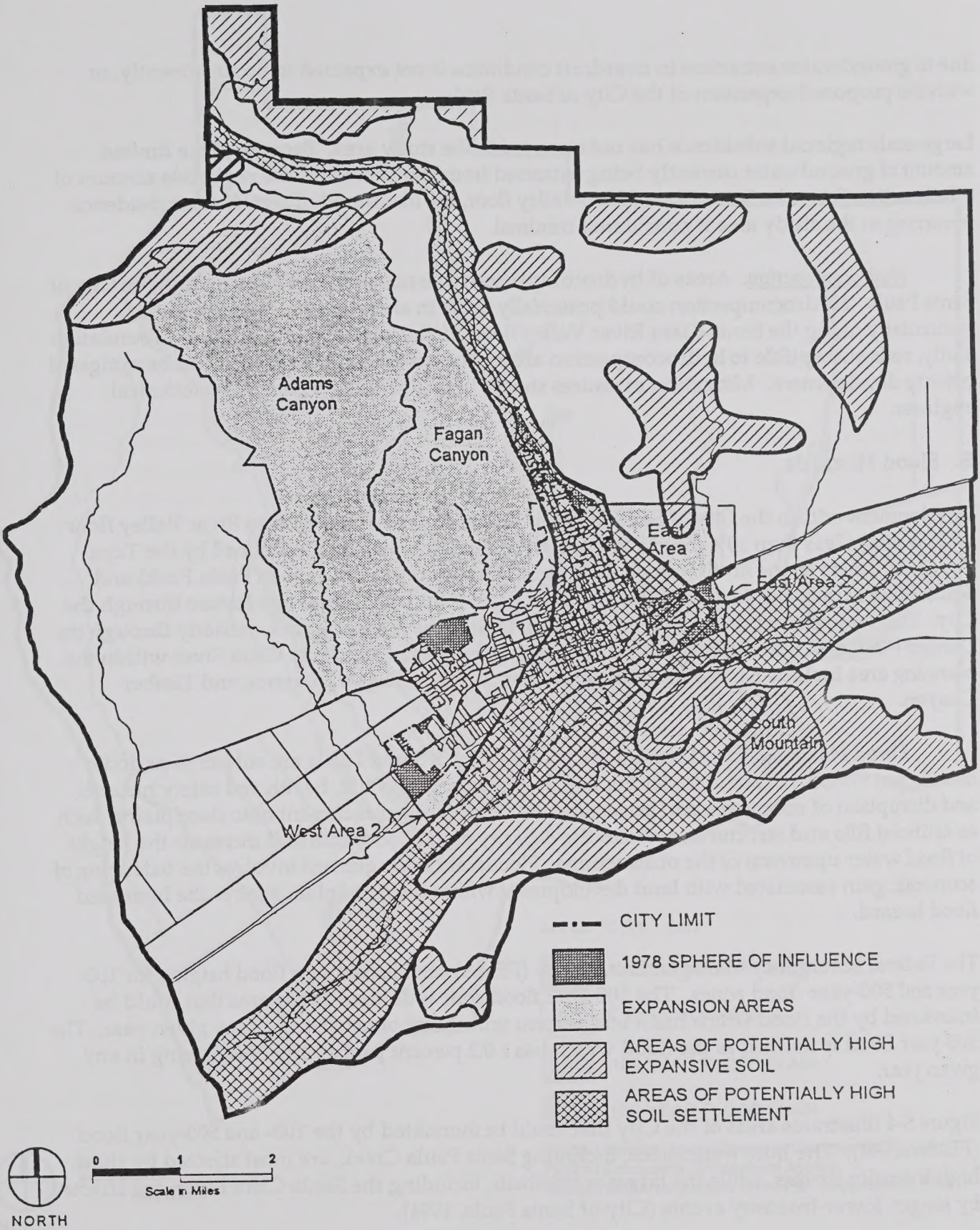
The potential for expansive soils exists in the City of Santa Paula planning area. The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay. Detailed geologic studies are required prior to development to evaluate the potential for expansive soils. If a site is found to have expansive soils, this can usually be mitigated through proper foundation design.

Settlement. Natural soils that are potentially susceptible to settlement can be found in the Santa Clara River Valley, the east side of Timber Canyon, along Santa Paula Creek, and in a portion of the South Mountain area south of the Santa Clara River and across from Santa Paula Creek. The areas with a high potential for settlement are shown on Figure S-3 (Ventura County Soil Survey, 1970).

Large-scale settlement problems should not be an issue in the study area provided that adequate soils and foundation studies are performed prior to construction and that UBC guidelines are followed. Soil with a high potential for settlement exists within the planning area. The potential for settlement should be addressed during geotechnical studies prior to any new construction and appropriately minimized or corrected, as necessary, during construction.

Subsidence. As yet, no recognized subsidence has occurred within the study area due to either groundwater or oil extraction. Accordingly, the potential for subsidence in the study area is considered to be minimal. If present, these hazards would be predominantly manifested in areas of unconsolidated alluvium along the Santa Clara River Valley floor due to extraction of groundwater from the Santa Paula Groundwater Basin during overdraft[1] conditions within the aquifer. Given that groundwater users comply with the Adjudicated Groundwater Basin Agreement, the Santa Paula overdraft conditions would not be expected to occur with the current water demand, nor with future development water demands. Therefore, subsidence

[1] Overdraft is when groundwater is being extracted at a faster rate than it can be replenished from natural supplies, such as rain.



Soil Related Hazards

Figure S-3

due to groundwater extraction in overdraft conditions is not expected to occur currently, or with the proposed expansion of the City of Santa Paula.

Large-scale regional subsidence has not occurred in the study area. Because of the limited amount of groundwater currently being extracted from the basin, and the negligible amount of oil extraction from the Santa Clara River Valley floor, the likelihood of significant subsidence occurring in the study area is considered minimal.

Hydrocompaction. Areas of hydrocompaction have not been identified within the City of Santa Paula. Hydrocompaction could potentially occur in areas of unconsolidated soils, particularly along the Santa Clara River Valley floor. If, during the preparation of a foundation study, soils susceptible to hydrocompaction are encountered, the condition should be mitigated prior to development. Mitigation measures should be designed by a civil or geotechnical engineer.

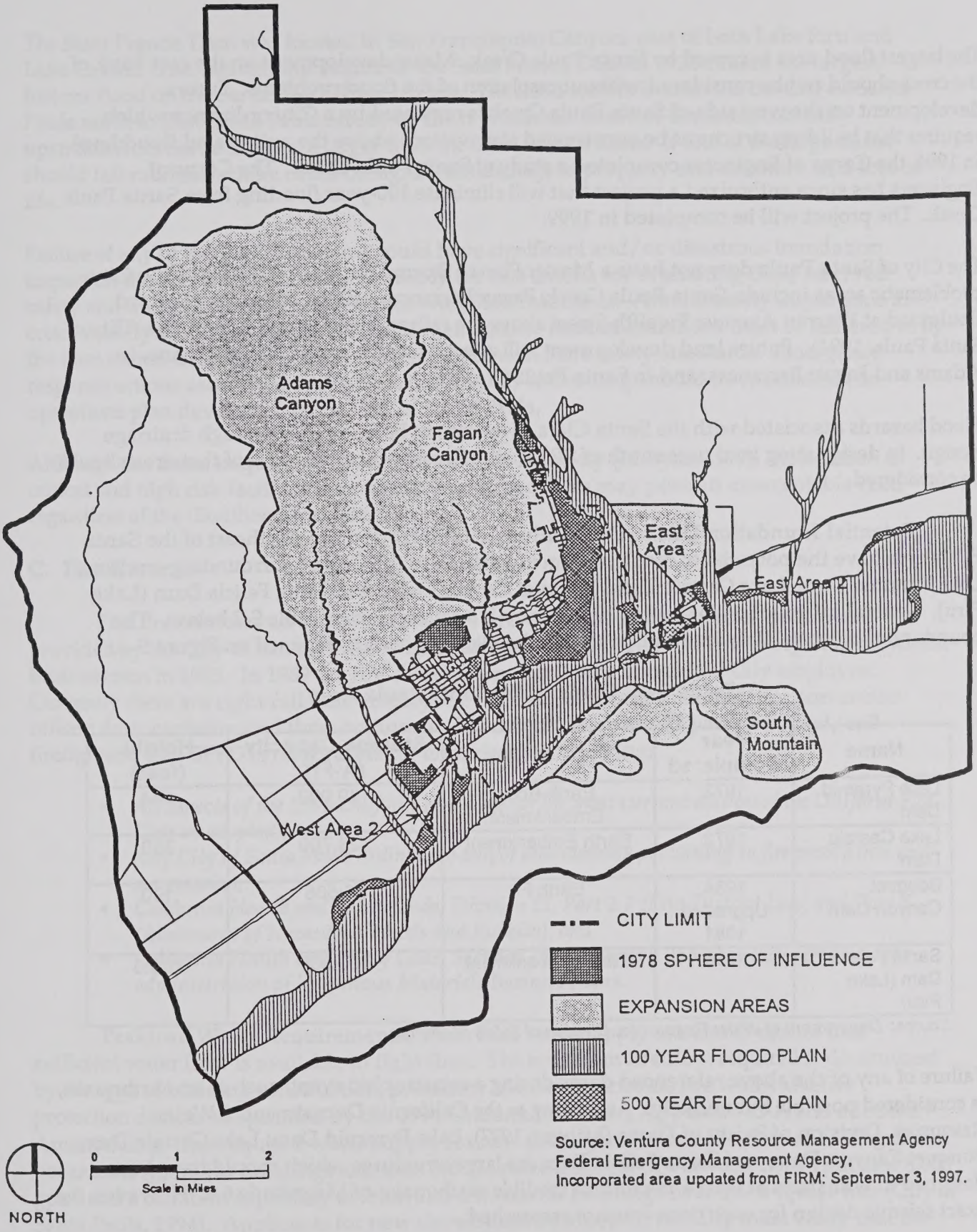
B. Flood Hazards

Development within the City of Santa Paula is primarily on the Santa Clara River Valley floor and on slopes less than 10% (Fugro West, Inc., 1994). The watershed is defined by the Topa Topa Mountains to the north (which include Sulphur Mountain and Santa Paula Peak) and South Mountain to the south. The Santa Clara River is the major drainage feature through the City. This watercourse drains from the eastern limit of the planning area, westerly through the Oxnard Plain and into the Pacific Ocean. Major tributaries of the Santa Clara River within the planning area include Santa Paula Creek, Adams Barranca, Fagan Barranca, and Timber Canyon.

Flood Hazards. Flood hazard areas of the City of Santa Paula are subject to periodic inundation which can result in destruction of property, loss of life, health and safety hazards, and disruption of commerce and governmental services. Encroachment onto floodplains, such as artificial fills and structures, reduces the capacity of the floodplain and increases the height of flood water upstream of the obstructions. Floodplain management involves the balancing of economic gain associated with land development within the floodplain against the increased flood hazard.

The Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones. The 100-year flood zone is defined as the area that could be inundated by the flood which has a one percent probability of occurring in any given year. The 500-year flood is defined as the flood which has a 0.2 percent probability of occurring in any given year.

Figure S-4 illustrates areas of the City that could be inundated by the 100- and 500-year flood (FEMA, 1997). The little watersheds, including Santa Paula Creek, are most affected by short, high-intensity storms, while the larger watersheds, including the Santa Clara River, are affected by longer, lower-intensity events (City of Santa Paula, 1994).



Source: Ventura County Resource Management Agency
Federal Emergency Management Agency,
Incorporated area updated from FIRM: September 3, 1997.

Flood Hazards

Figure S-4

due to groundwater extraction in overdraft conditions is not expected to occur currently, or with the proposed expansion of the City of Santa Paula.

Large-scale regional subsidence has not occurred in the study area. Because of the limited amount of groundwater currently being extracted from the basin, and the negligible amount of oil extraction from the Santa Clara River Valley floor, the likelihood of significant subsidence occurring in the study area is considered minimal.

Hydrocompaction. Areas of hydrocompaction have not been identified within the City of Santa Paula. Hydrocompaction could potentially occur in areas of unconsolidated soils, particularly along the Santa Clara River Valley floor. If, during the preparation of a foundation study, soils susceptible to hydrocompaction are encountered, the condition should be mitigated prior to development. Mitigation measures should be designed by a civil or geotechnical engineer.

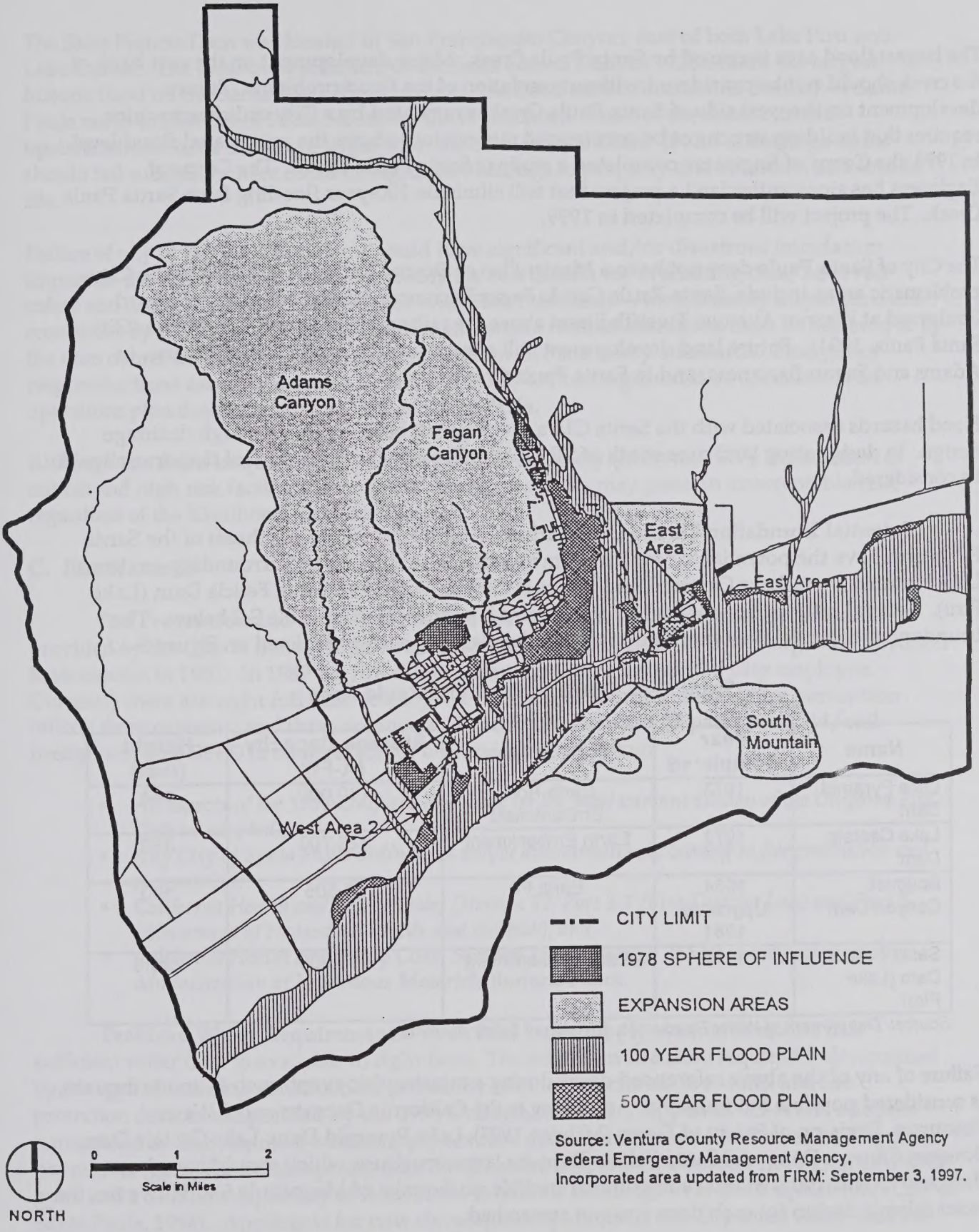
B. Flood Hazards

Development within the City of Santa Paula is primarily on the Santa Clara River Valley floor and on slopes less than 10% (Fugro West, Inc., 1994). The watershed is defined by the Topa Topa Mountains to the north (which include Sulphur Mountain and Santa Paula Peak) and South Mountain to the south. The Santa Clara River is the major drainage feature through the City. This watercourse drains from the eastern limit of the planning area, westerly through the Oxnard Plain and into the Pacific Ocean. Major tributaries of the Santa Clara River within the planning area include Santa Paula Creek, Adams Barranca, Fagan Barranca, and Timber Canyon.

Flood Hazards. Flood hazard areas of the City of Santa Paula are subject to periodic inundation which can result in destruction of property, loss of life, health and safety hazards, and disruption of commerce and governmental services. Encroachment onto floodplains, such as artificial fills and structures, reduces the capacity of the floodplain and increases the height of flood water upstream of the obstructions. Floodplain management involves the balancing of economic gain associated with land development within the floodplain against the increased flood hazard.

The Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones. The 100-year flood zone is defined as the area that could be inundated by the flood which has a one percent probability of occurring in any given year. The 500-year flood is defined as the flood which has a 0.2 percent probability of occurring in any given year.

Figure S-4 illustrates areas of the City that could be inundated by the 100- and 500-year flood (FEMA, 1997). The little watersheds, including Santa Paula Creek, are most affected by short, high-intensity storms, while the larger watersheds, including the Santa Clara River, are affected by longer, lower-intensity events (City of Santa Paula, 1994).



Source: Ventura County Resource Management Agency
Federal Emergency Management Agency,
Incorporated area updated from FIRM: September 3, 1997.

Flood Hazards

Figure S-4

The largest flood area is caused by Santa Paula Creek. Major development on the east bank of the creek should not be considered without resolution of the flood problems. Future development on the west side of Santa Paula Creek is regulated by a City ordinance which requires that building structures be constructed at elevations above the anticipated flood level. In 1994, the Corps of Engineers completed a study of Santa Paula Creek. The Corps of Engineers has since authorized a project that will eliminate 100-year flooding from Santa Paula Creek. The project will be completed in 1999.

The City of Santa Paula does not have a Master Plan of Storm Drains. According to the City, problematic areas include: Santa Paula Creek; Fagan Barranca, Adams Barranca; Harvard Boulevard at Warren Avenue; Twelfth Street above the railroad tracks; and Todd Lane (City of Santa Paula, 1994). Future land development will affect drainage needs on Todd Lane, in Adams and Fagan Barrancas, and in Santa Paula Creek.

Flood hazards associated with the Santa Clara River cannot be mitigated through drainage design. In designating land uses south of SR 126, the flood hazard potential of that area should be considered.

Potential Inundation Due to Dam Failure. At least four dams northeast of the Santa Paula area have the potential to result in dam inundation to the City or surrounding environs: Lake Pyramid Dam, Lake Castaic Dam, Bouquet Canyon Dam, and Santa Felicia Dam (Lake Piru). General information for each of these dams is summarized in Table S-2 below. The boundary of potential dam inundation within the planning area is depicted on Figure S-4.

Table S-2. Dams in the Santa Paula Area

Name	Year Completed	Type of Dam	Storage Capacity (A-Ft)	Height (feet)
Lake Pyramid Dam	1973	Earth-Rock Embankment	180,000	444
Lake Castaic Dam	1973	Earth Embankment	323,700	360
Bouquet Canyon Dam	1934 Upgraded 1981	Earth Fill	36,505	190
Santa Felicia Dam (Lake Piru)	1955	Earth Embankment	100,000	236.3

Source: Department of Water Resources, Division of Safety of Dams

Failure of any of the above referenced dams during a catastrophic event, such as an earthquake, is considered possible but unlikely. According to the California Department of Water Resources, Division of Safety of Dams (Mihyar, 1997), Lake Pyramid Dam, Lake Castaic Dam, Bouquet Canyon Dam, and Santa Felicia Dam are large structures which should have been designed to withstand at least a maximum credible earthquake of Magnitude 6.0. However, the exact seismic design for each dam was not researched.

The Saint Francis Dam was located in San Francisquito Canyon, east of both Lake Piru and Lake Castaic. The catastrophic failure of the Saint Francis Dam in 1928 caused the largest historic flood on the Santa Clara River to date. The flood waters inundated the City of Santa Paula north to East Santa Paula Street, by the high school. Some of the dams currently upstream from Santa Paula are larger than the Saint Francis Dam. If one of the large dams should fail suddenly, there could be significant damage to property and structure, and loss of life.

Failure of any of the upstream dams could have significant and/or disastrous inundation impact on the City of Santa Paula. Probably the best criteria for evaluating dam/reservoir safety and inundation risk is compliance with State Standards. Annual safety inspections are conducted by the State. Operational and maintenance recommendations must be adhered to by the dam owner in order to remain in compliance with State safety standards. Emergency response actions associated with a dam failure and/or flooding should be specified in an operations plan developed by the City of Santa Paula.

Although the dams in question have been certified for safety (Mihyar, 1997), the location of critical and high risk facilities in potential inundation areas may pose an unacceptable risk, regardless of the likelihood for dam failure.

C. Fire Hazards

Fire Prevention and Suppression. Fire prevention and suppression services are provided by the City of Santa Paula Fire Department (SPFD). The SPFD was organized by local businessmen in 1903. In 1989 the fire chief became a full time appointed City employee. Currently there are eight full time employees: fire chief; assistant fire chief/fire prevention officer; three captains; and three engineers. In addition, there are 27 part time, paid/call firefighters. The SPFD is responsible for enforcing the following:

- *All aspects of the 1994 Uniform Fire Code (or the most current edition of the Uniform Fire Code as adopted);*
- *Any City of Santa Paula ordinances and/or amendments pertaining to fire prevention and suppression;*
- *California Health and Safety Code, Division 12, Part 2.7 (Fire District Law) and Part 5 (Abatement of Hazardous Weeds and Rubbish); and*
- *California Health and Safety Code, Sections 25501 through 25510 as they pertain to the administration of Hazardous Materials Business Plans.*

Peakload Water Requirements. Peak load water supply standards ensure that sufficient water flow is available to fight fires. The minimum fire flow required is determined by the type of building construction, proximity to other structures, fire walls, and fire protection devices as specified by the 1994 Uniform Fire Code, Appendix III-A and adopted Amendments. The required water supply for new developments is a fire flow of 1,000 gallons per minute (gpm) for buildings less than 3,600 square feet, and of between 1,500 gpm and 8,000 gpm, and a duration capability of from 2 to 4 hours, for buildings over 3,600 square feet (City of Santa Paula, 1994). Applicants for new development projects in the City must verify that the water purveyor can provide the required volume at the project.

According to the Ventura County Department of Water Resources (Panaro, 1997) and the Santa Paula Department of Public Works (Wilkinson, 1997), the Santa Paula Groundwater Basin has a storage capacity and safe yield large enough to supply water, during peakload water requirements, for the current population and new development. However, the Santa Paula Groundwater Basin was recently adjudicated in 1996 in a near full condition. A seven year study program is required to monitor the groundwater levels before pumping levels can be increased or decreased. The current adjudication allows for the pumping of 30,500 acre-feet from the basin.

The majority of the wells currently used for groundwater supply are located in the Santa Clara River Valley floor, or on Santa Paula Creek. In addition, the groundwater from these wells is pumped to water-supply pipelines and reservoir tanks utilizing electrically-operated pumps. In the event of an emergency, the groundwater supply would not be an issue, but the amount of water available in reservoir tanks, the condition of the main water lines leading to and from the reservoir tanks, and the electrical supply available to pump the groundwater to the reservoir tanks and/or booster pump stations would be critical. Currently, there is a lack of pipelines to convey groundwater to many sections within the Santa Paula planning area. Only municipal-supply wells are connected to pipelines to service communities within Santa Paula. Additional back-up electrical-supply generators, additional pipelines, additional upgradient water reservoirs and booster pump stations, and installation of additional groundwater wells, must be considered prior to implementation of new development in the Santa Paula planning area.

Prior to construction of new developments, applicants must submit plans to the SPFD for the approval of the location of fire hydrants. The SPFD should be contacted in advance of submitting these plans to evaluate hydrant locations and required fire flow for the specific development. If a proposed structure is greater than 5,000 square feet in area, the structure must be fitted with an automatic fire sprinkler system in accordance with Santa Paula City Municipal Code Amendments to the 1994 Uniform Fire Code.

Minimum Road Widths and Clearances Around Structures. Per City of Santa Paula Municipal Code requirements, Public Improvements Section, roads shall be installed or improved to the standards specified in the City of Santa Paula Municipal Code and construction specifications in effect at the time of construction. The improvement shall not begin until the City Engineer has approved the improvement plans or the proposed construction. Currently the minimum street width in a residential area is 40 feet from curb to curb. In hillside areas, the width of the road depends on whether the road is a collector or an arterial road. The minimum width for a hillside road that is not a collector ranges from 30 to 32 feet from curb to curb.

The SPFD has established some standards pertaining to road widths and clearances for development projects which include fire access roads and number and type of turnaround areas and means of ingress and egress. The SPFD standards identified are as follows:

- *Access roads shall be unobstructed and at a minimum width of 20 feet, with an unobstructed vertical clearance of 13 1/2 feet.*

- *Turnarounds will be at a width calculated to accommodate the turning radius of the largest fire engine in the City.*

The SPFD should be consulted prior to new development, particularly in hillside areas where access is critical to retarding and/or eliminating a wildland brush fire.

Wildland Brush Fires. Many homes in the Santa Paula area, predominantly those along SR 150, are located along the urban/wildland interface. Figure S-5 presents the fire hazard areas. The level of hazard is based largely on the type of ground cover, the slope of the ground, and the ability of fire crews and engines to access the area.

D. Hazardous Materials and Emergency Preparedness

Emergency Operations Plan. The City of Santa Paula Police Department oversees emergency operations within the City. The SPFD follows the Personnel Training and Emergency Response Plan outlined in the California Code of Regulations Title 26, Divisions 19 and 19.1.

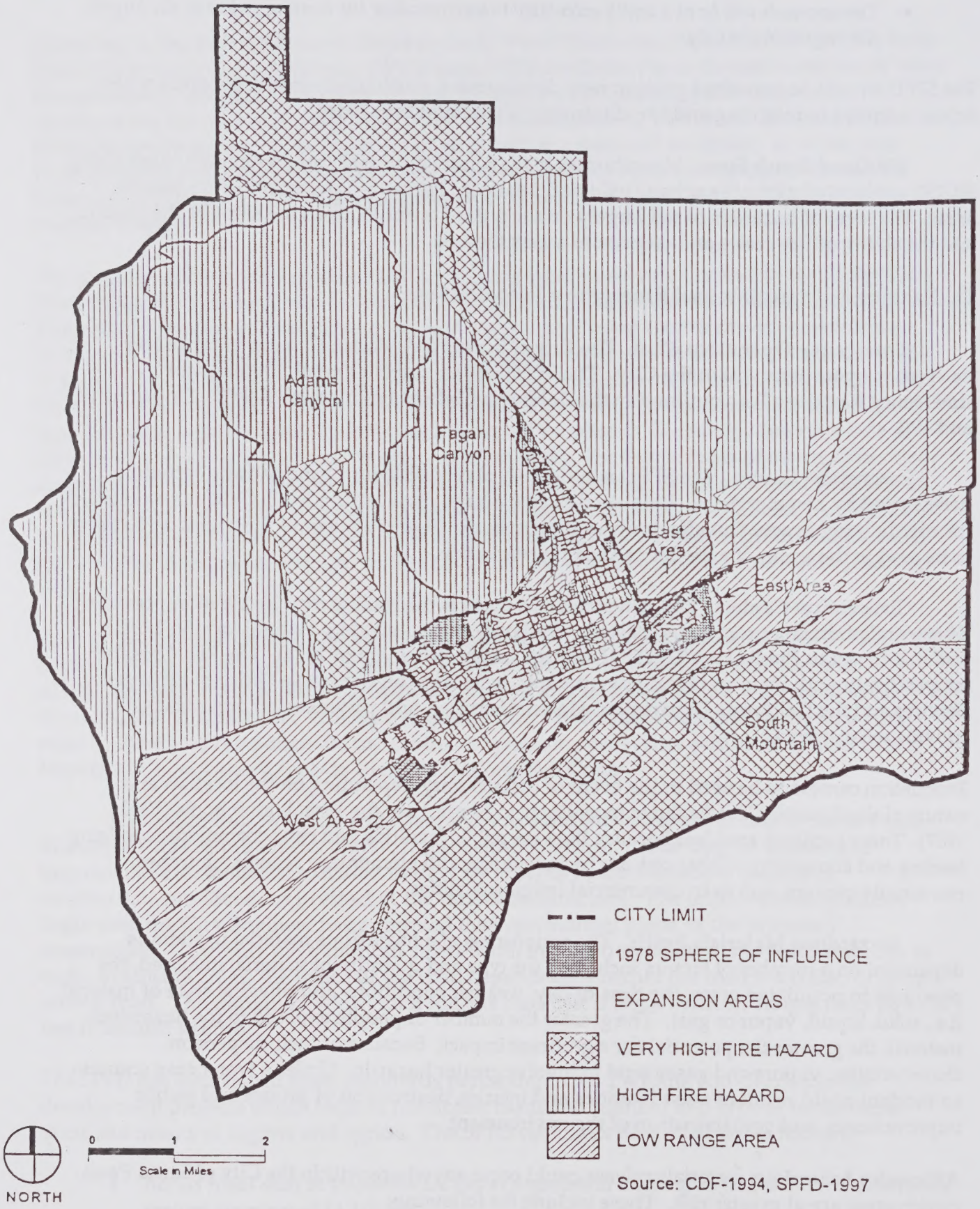
Evacuation Routes. The SPFD is ultimately responsible for coordinating evacuation necessitated by an emergency. If delayed during a large disaster, the SPFD Chief is responsible for coordinating evacuation efforts on an interim basis. Figure S-6 shows the routes and streets to be used in the event of a disaster requiring evacuation.

Evacuation Centers. The American Red Cross is the lead agency involved in providing disaster relief during peacetime disasters. Authority is mandated by Federal Law 36-USC-3 and reaffirmed in Public Law 930288 (Federal Disaster Relief Act of 1974). The Red Cross acts cooperatively with State and local governments, including the California Office of Emergency Services and the California Department of Social Services, and private relief organizations to provide relief services.

Evacuation centers to be used in the event of disaster vary depending on the location and nature of the disaster. The facilities most likely to be used are the local high schools (Rink, 1997). These facilities are ideal because they are public facilities and can accommodate lodging, feeding and showering. Other options include junior and elementary schools, churches, community centers, and even commercial lodging facilities.

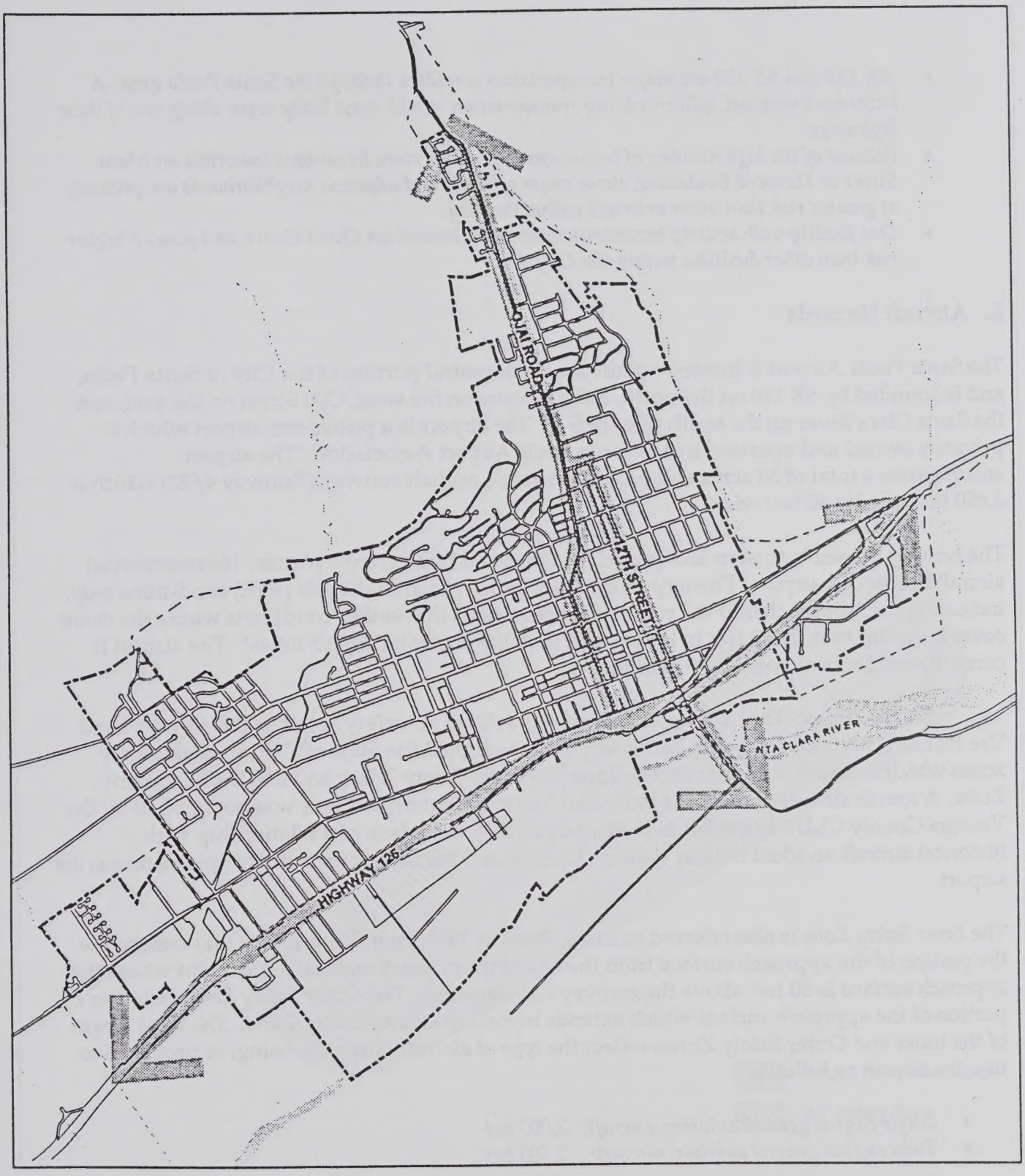
Hazardous Materials Spills. The seriousness of a hazardous material incident is dependent on a number of factors including the type and quantity of material involved, the proximity to populated areas, the time of day, weather conditions and physical state of material (i.e., solid, liquid, vapor or gas). The greater the number of people exposed to the hazardous material, the greater the potential for significant impact. Because of their dispersion characteristics, vapors and gases tend to involve greater hazards. Under a worst case scenario, an incident could result in mass fatalities and injuries, destruction of private and public improvements, and contamination of the environment.

Although a hazardous materials release could occur anywhere within the City of Santa Paula, certain areas are at greater risk. These include the following:



Fire Hazard Zones

Figure S-5



Evacuation Routes

Figure S-6

- *SR 126 and SR 150 are major transportation corridors through the Santa Paula area. A hazardous material spill involving transportation would most likely occur along one of these highways.*
- *Because of the high number of businesses that use or store hazardous materials on Main Street or Harvard Boulevard, these major arterials and adjacent neighborhoods are probably at greater risk than other arterials within the City.*
- *One facility with acutely hazardous materials is located on Quail Court, and poses a higher risk than other facilities within the City.*

E. Aircraft Hazards

The Santa Paula Airport is located within the south-central portion of the City of Santa Paula, and is bounded by SR 126 on the north, Palm Avenue on the west, Ojai Street on the east, and the Santa Clara River on the south (Figure S-7). The airport is a public-use airport which is privately owned and operated by the Santa Paula Airport Association. The airport encompasses a total of 38 acres and provides a single asphalt runway (Runway 4/22) which is 2,650 feet long by 40 feet wide[2].

The runway is used by piston and propeller, single and twin, engine planes. No commercial aircraft utilize this airport. The airport operates under visual flight rule (VFR) conditions only, indicating that approaches to the runway are only made in weather conditions where the cloud cover is greater than 1,000 feet in height and visibility is greater than 3 miles[3]. The airport is currently not licensed to operate at night.

Safety Zones. The State of California has defined air safety zones in the Airport Land Use Planning Handbook. Santa Paula Airport has adopted the State of California air safety zones which include: the Inner Safety Zone; the Outer Safety Zone; and the Traffic Pattern Zone. A fourth air safety zone, the Extended Runway Centerline Zone, was not applied by the Ventura County CLUP to the Santa Paula Airport due to the lack of a relationship with historical aircraft accident data in Ventura County, and the lack of instrument approaches at the airport.

The *Inner Safety Zone* is also referred to as the Runway Protection Zone and is that area below the portion of the approach surface from the end of the primary surface to the point where the approach surface is 50 feet above the runway end elevation. The *Outer Safety Zone* underlies a portion of the approach surface which extends beyond the Inner Safety Zone. The total length of the Inner and Outer Safety Zones reflect the type of aircraft currently using, or projected to use, the airport as follows:

- *Single engine general aviation aircraft: 2,000 feet*
- *Twin engine general aviation aircraft: 3,500 feet*

The *Traffic Pattern Zone* is the area beneath the outer edge of the aircraft flight paths. Air Safety and Height Restriction Zones for the Santa Paula Airport are shown on Figure S-7.

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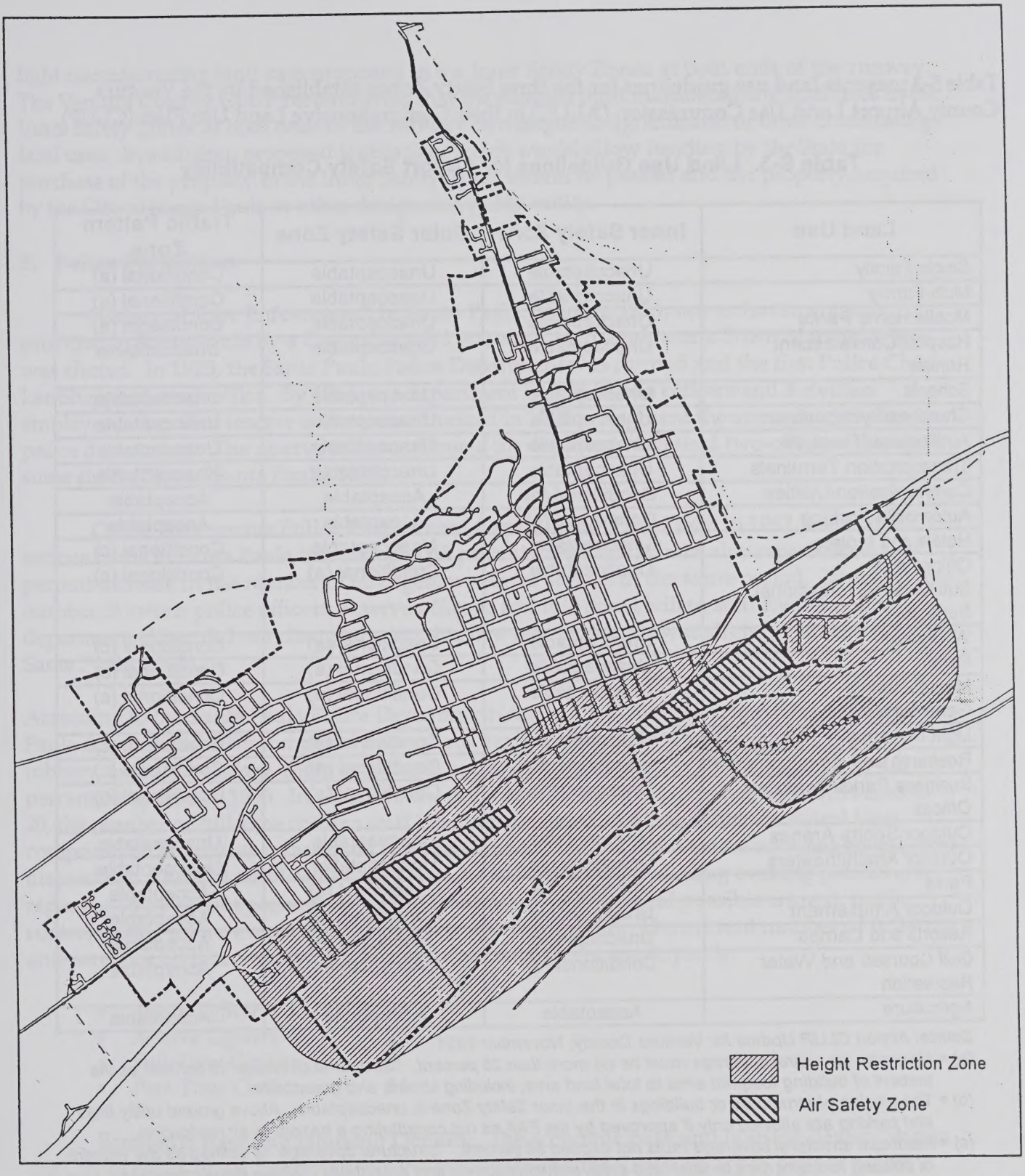
[2] VCTC, 1991

[3] Caltrans, 1993



Air Safety and Height Restriction Zones

Figure S-7

Table S-3 presents land use guidelines for the three Safety Zones established by the Ventura County Airport Land Use Commission (ALUC) in their Comprehensive Land Use Plan (CLUP).

Table S-3. Land Use Guidelines for Airport Safety Compatibility

Land Use	Inner Safety Zone	Outer Safety Zone	Traffic Pattern Zone
Single Family	Unacceptable	Unacceptable	Conditional (a)
Multi-Family	Unacceptable	Unacceptable	Conditional (a)
Mobile Home Parks	Unacceptable	Unacceptable	Conditional (a)
Hospital/Convalescent Homes	Unacceptable	Unacceptable	Unacceptable
Schools	Unacceptable	Unacceptable	Unacceptable
Churches/Synagogues	Unacceptable	Unacceptable	Unacceptable
Auditoriums/Theaters	Unacceptable	Unacceptable	Unacceptable
Transportation Terminals	Unacceptable	Unacceptable	Unacceptable
Communication/Utilities	Conditional (b)	Acceptable	Acceptable
Automobile Parking	Conditional (b)	Acceptable	Acceptable
Hotels and Motels	Unacceptable	Unacceptable	Conditional (c)
Offices and Businesses/Professional Services	Unacceptable	Conditional (a)	Conditional (c)
Wholesale	Unacceptable	Conditional (a)	Conditional (c)
Retail	Unacceptable	Conditional (a)	Conditional (c)
Manufacturing-General/Heavy	Unacceptable	Conditional (a)	Conditional (c)
Light Industrial	Unacceptable	Conditional (a)	Conditional (c)
Research and Development	Unacceptable	Conditional (a)	Conditional (c)
Business Parks/Corporate Offices	Unacceptable	Conditional (a)	Conditional (c)
Outdoor Sports Arenas	Unacceptable	Unacceptable	Unacceptable
Outdoor Amphitheaters	Unacceptable	Unacceptable	Unacceptable
Parks	Unacceptable	Conditional (a)	Acceptable
Outdoor Amusement	Unacceptable	Conditional (a)	Acceptable
Resorts and Camps	Unacceptable	Conditional (a)	Acceptable
Golf Courses and Water Recreation	Conditional (d)	Acceptable	Acceptable
Agriculture	Acceptable	Acceptable	Acceptable

Source: Airport CLUP Update for Ventura County, November 1991

(a) = Maximum structural coverage must be no more than 25 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts.

(b) = The placing of structures or buildings in the Inner Safety Zone is unacceptable. Above ground utility lines and parking are allowed only if approved by the FAA as not constituting a hazard to air navigation.

(c) = Maximum structural coverage must not exceed 50 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts. Where development is proposed immediately adjacent to the airport property, it is suggested that structures be located as far as practical from the runway.

(d) = Clubhouse is unacceptable in this zone.

According to the Ventura County CLUP, the Santa Paula General Plan land use designations are consistent with the recommended air safety criteria at the Airport, with the exception of

light manufacturing land uses proposed in the Inner Safety Zones at both ends of the runway. The Ventura County CLUP recommends that the planned light manufacturing land uses in the Inner Safety Zones at both ends of the runway be changed to agricultural or other conforming land uses. In addition, proposed legislation, which would allow funding by the State for purchase of the property in the Inner Safety Zone, should be passed and the property acquired by the City of Santa Paula or other designated public entity.

F. Police Protection

History of Law Enforcement in Santa Paula. Prior to 1923, law enforcement was provided in Santa Paula by a Constable who was appointed, and later a Town Marshal who was elected. In 1923, the Santa Paula Police Department was formed and the first Police Chief, Lee Sheppard, took office. By 1964, the department had 24 sworn officers and 5 civilian employees. A police reserve unit was authorized in 1961 to augment the strength of the regular police department. The reserve officers allowed the department to field two-officer units on some shifts (City of Santa Paula, 1993).

Crime Rate versus Police Department Capabilities. From 1988 to 1992, the rate of serious crime in Santa Paula increased by 43 percent. The department also experienced a 49 percent increase in the number of emergency calls for service in the same period. However, the number of sworn police officers, reserve officers, and full-time civilian staff for the police department either did not change during this five year period, or was slightly reduced (City of Santa Paula, 1993).

According to the Santa Paula Police Department (Adair, 1997), overall crime rates in Santa Paula decreased in 1995 compared to previous years, and the Part One (homicide, rape, robbery, assault, burglary, theft, auto theft, and arson) crime rates in 1996 decreased by 1.8 percent compared to 1995. In addition, the number of Reserve Officers has been increased to 20, the number of full-time civilian staff has been increased to nine, a Citizens Patrol Unit comprised of 25 volunteer members has been formed, and the department now has six full-time dispatchers. The Citizens Patrol Unit performs various duties including evening patrols and reporting (they do not perform any police action, only reporting of possible crimes), traffic control during major events such as parades, and disaster aid. The current number of full-time and part-time civilians and sworn law enforcement officers employed is:

- *Sworn Officers* 29
- *Reserve Officers* 20
- *Full-Time Civilian* 9
- *Part-Time Civilian* 11

Economic Base and Housing Density. The economic base and housing density within the City of Santa Paula largely affects the crime rate and the City's ability to pay for police services. According to the Santa Paula Police Department (City of Santa Paula, 1993), Santa Paula pays less than average for their police department when compared with other cities that have their own department. In Ventura County, Santa Paula has the second highest crime rate (60.2 crimes per 1,000 residents) but a lower than average number of employees and officers per 1,000 residents.

Much of the housing in Santa Paula was built before Proposition 13, and tends to be lower-middle income and subsidized housing. High density housing uses more City services, particularly police services, than low density housing. The infilling of vacant properties within the City has created a number of low to moderate income dwelling units in the City. The majority of the population within Santa Paula has a low income level, a high unemployment rate, and a low educational level (City of Santa Paula, 1993). These demographic facts have resulted in a City with a high crime rate, relative to other cities within Ventura County, and an economic base unable to support sufficient police services to respond to the crime issues.

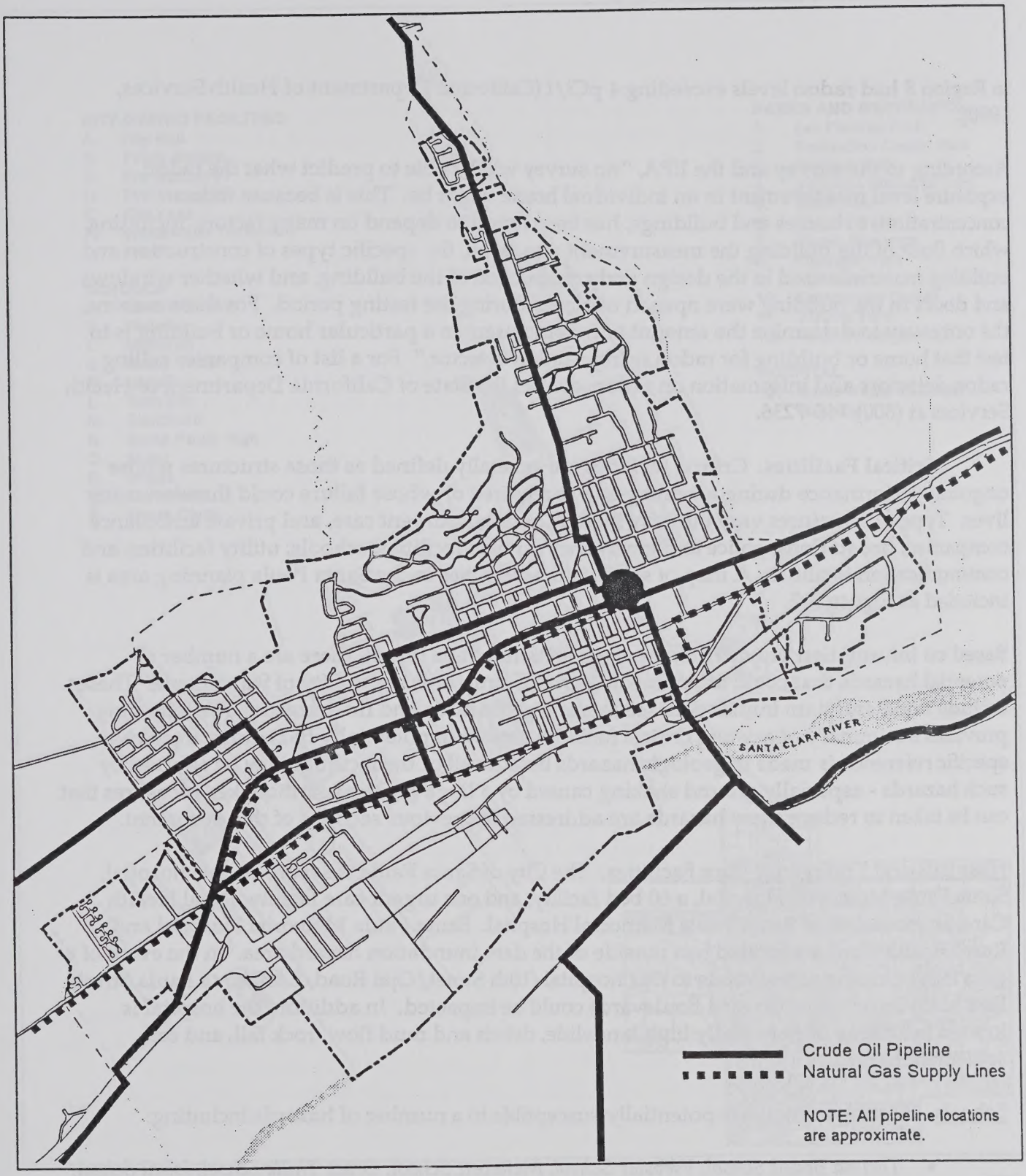
G. Other Public Safety Hazards

Oil Wells and Oil Sumps. Oil production was one of the founding industries of Santa Paula. Originally an oil "tunnel" was completed in 1866 on Sulphur Mountain, north of the Santa Paula planning area. The tunnel was 80 feet long, and oil flowed by gravity to the tunnel's entrance. Tunnels were dug later that were as long as 1,600 feet and produced up to 60 barrels of oil a day. Oil seeps are still active in the South Mountain area (Norris and Webb, 1990) and many have been documented by the State of California Division of Oil and Gas (CDOG) in their Publication No. TR26, "Onshore Oil & Gas Seeps in California", dated 1987.

Four active oil fields exist within the City of Santa Paula planning area: the Saticoy Field; the Santa Paula Field; the South Mountain Field; and the West Mountain Field. Union Oil has numerous active, inactive, and abandoned oil wells, as well as oil collecting and staging facilities, in the Santa Paula, South Mountain and West Mountain Field areas. The South Mountain and West Mountain Fields lie south of the Santa Clara River in the South Mountains. The Santa Paula Field lies in the Sulphur Mountain area, west of SR 150 and south of Ojai, in the northern portion of the planning area. Sage-California and/or Whiting Petroleum Corporation, has numerous active, inactive, and abandoned oil wells in the Saticoy Field. The Saticoy Field lies essentially south of SR 126, extending from approximately Todd Lane to the eastern boundary of the City of San Buenaventura. The location of the oil fields, the active, inactive and abandoned oil wells, and oil facilities are shown on the State of California Division of Oil, Gas and Geothermal Resources Maps for Saticoy (Map No. 205), Santa Paula (Map No. 203), and West Mountain and South Mountain (Map No. 206).

The State Fire Marshal are responsible for pipeline safety in the City of Santa Paula. Mr. Charles L. MacDonald, Pipeline Safety Engineer for the State of California, Office of the State Fire Marshall, provided the approximate locations of all crude oil and natural gas pipelines and oil and gas facilities which traverse the City of Santa Paula planning area. The pipelines are shown on Figure S-8.

Radon. The California Department of Health Services participated in the United States Environmental Protection Agency's (EPA) State Radon Survey in 1990. From January 6 through May 15, 1990, short-term radon detectors were placed in 2,858 homes for two days. Out of the 2,858 homes surveyed, the results for 1,885 homes were utilized for the survey. The EPA recommended action level for radon is 4 pico curies per liter of air (pCi/l). For Santa Barbara and Ventura Counties, referred to as Region 8 in the EPA survey, the results indicated that the arithmetic mean for homes surveyed was 1.3 pCi/l, the median was 0.9 pCi/l, and the 90th percentile was 2.8 pCi/l. The results also indicated that 5.2 percent of the homes surveyed



Crude Oil and Natural Gas Pipelines and Facilities

Figure S-8

in Region 8 had radon levels exceeding 4 pCi/l (California Department of Health Services, 1990).

According to the survey and the EPA, "no survey will be able to predict what the radon exposure level measurement in an individual house might be. This is because radon concentration, in homes and buildings, has been found to depend on many factors, including which floor of the building the measurement was taken, the specific types of construction and building materials used in the design and construction of the building, and whether windows and doors in the building were opened or closed during the testing period. For these reasons, the only way to determine the amount of radon present in a particular home or building is to test that home or building for radon using a radon detector." For a list of companies selling radon detectors and information on radon, contact the State of California Department of Health Services at (800) 745-7236.

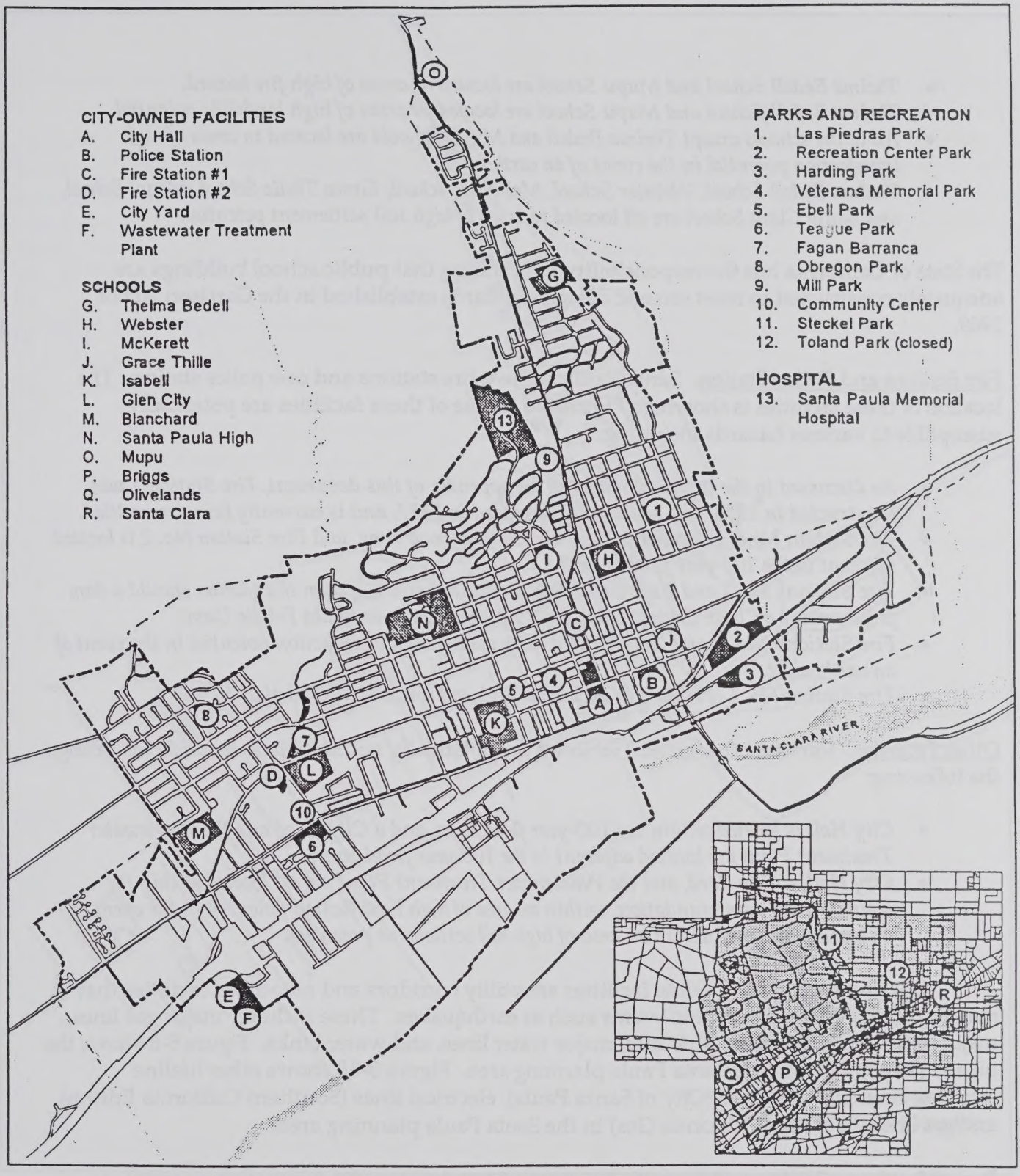
Critical Facilities. Critical facilities are generally defined as those structures whose ongoing performance during an emergency is required or whose failure could threaten many lives. Type of structures vary but may include hospitals, urgent care, and private ambulance companies; fire stations; police and emergency services facilities; schools; utility facilities: and communication facilities. A map of select critical facilities in the Santa Paula planning area is included as Figure S-9.

Based on information provided in previous sections of this report, there are a number of potential hazards that could affect existing critical structures in the City of Santa Paula. These include flood and dam inundation, seismic and geohazards and fire hazards. The following provides a summary of existing critical facilities located in potentially hazardous areas. No specific reference is made to geologic hazards because all of the facilities may be affected by such hazards - especially ground shaking caused by a large regional earthquake. Measures that can be taken to reduce these hazards are addressed in previous sections of this document.

Hospitals and Emergency Care Facilities. The City of Santa Paula is served by one hospital, Santa Paula Memorial Hospital, a 60 bed facility, and one urgent care facility, Rural Health Care, an extension of Santa Paula Memorial Hospital. Santa Paula Memorial Hospital and Rural Health Care are located just outside of the dam inundation hazard area. In the event of a dam failure, major access roads to this hospital (10th Street/Ojai Road, East Santa Paula Street, East Main Street, and Harvard Boulevard) could be impacted. In addition, the hospital is located in an area of potentially high landslide, debris and mud flow, rock fall, and soil settlement hazards.

Schools. Existing schools are potentially susceptible to a number of hazards including:

- *Thelma Bedell School, Webster School, McKevett School, Grace Thille School, Isbell School, and Glen City School are located within or adjacent to the 100-year flood zone. It should be noted that with the completion of the Army Corps of Engineers flood control project in Santa Paula Creek, much of the City would be removed from the 100-year floodplain.*
- *All of the schools except Mupu School are located within the dam inundation hazard area that would be caused by a failure of Lake Castaic Dam, Lake Pyramid Dam or Santa Felicia Dam.*



Critical Facilities

Figure S-9

- *Thelma Bedell School and Mupu School are located in areas of high fire hazard.*
- *Thelma Bedell School and Mupu School are located in areas of high landslide potential.*
- *All of the schools except Thelma Bedell and Mupu Schools are located in areas of high liquefaction potential in the event of an earthquake.*
- *Thelma Bedell School, Webster School, McKevett School, Grace Thille School, Mupu School, and Santa Clara School are all located in areas of high soil settlement potential.*

The State of California has the responsibility for ensuring that public school buildings are adequately constructed to meet seismic design standards established in the Garrison Act of 1969.

Fire Stations and Police Station. Santa Paula has two fire stations and one police station. The location of these facilities is shown on Figure S-9. Some of these facilities are potentially susceptible to various hazards including:

- *As discussed in the technical report in the appendix of this document, Fire Station 1 was constructed in 1935, was seismically upgraded in 1987, and is currently being remodeled.*
- *Fire Station No. 1 is located within the 100-year flood zone, and Fire Station No. 2 is located adjacent to the 100-year flood zone.*
- *Fire Stations No. 1 and 2 are located within the boundary of dam inundation should a dam failure occur on Lake Castaic Dam, Lake Pyramid Dam, or Santa Felicia Dam.*
- *Fire Stations Nos. 1 and 2 are located in an area of high liquefaction potential in the event of an earthquake.*
- *Fire Station No. 1 is located in an area of high soil settlement potential.*

Other Facilities. Various other critical facilities are potentially susceptible to hazards including the following:

- *City Hall is located within the 100-year flood zone, and a City Yard and the Wastewater Treatment Plant are located adjacent to the 100-year flood zone.*
- *City Hall, a City Yard, and the Wastewater Treatment Plant are all located within the boundaries of dam inundation, within an area of high liquefaction potential in the event of an earthquake, and within an area of high soil settlement potential.*

Lifeline Facilities. Lifeline facilities are utility corridors and associated facilities that may be damaged by catastrophic events such as earthquakes. These include: major gas lines, major power lines, crude oil pipelines, major water lines, and water tanks. Figure S-8 shows the oil and gas pipelines in the Santa Paula planning area. Figure S-10 shows other lifeline facilities, such as water lines (City of Santa Paula), electrical lines (Southern California Edison), and gas lines (Southern California Gas) in the Santa Paula planning area.

Buried Southern California Edison (SCE) electrical transmission lines may be susceptible to liquefaction in the event of a ground failure triggered by an earthquake. Many of the transmission lines are located in areas of older unconsolidated alluvium and may be susceptible to liquefaction and other soil-related hazards. However, most, if not all, of SCE's transmission lines are overhead lines, not buried lines within the City of Santa Paula.

Lifeline Facilities

Figure S-10

All of the Southern California Gas main distribution lines, except the one that is beneath Santa Barbara Street, are within the 100-year floodplain area. All of the main distribution lines are within the boundaries of dam inundation, and are in an area of high liquefaction potential in the event of an earthquake. Damage to these lines during an earthquake could result in an interruption of service or, in a worst case scenario, fires or explosions. Leaks would be expected to occur mostly at piping connections and valves.

In general, the crude oil pipelines which lie in the Sulphur Mountain, Santa Paula Peak, South Mountain, and West Mountain areas are located in high potential landslide, and debris and mud flow zones. Those crude oil pipelines which lie beneath the Santa Clara River Valley floor are located in a high potential liquefaction zone in the event of an earthquake, a high soil settlement zone, and within the 100-year flood and dam inundation zones.

Water supply lines south of East Santa Paula Street are potentially susceptible to liquefaction. Water Supply lines along SR 150 southward to the Santa Clara River, and within approximately 4,000 feet to the north and south of the Santa Clara River, are potentially susceptible to a 100-year flood. All water supply lines located along SR 150 are also in areas of high landslide, debris and mud flow, and fire hazards.

III. GOALS, OBJECTIVES, AND POLICIES

In this element, GOALS are statements that provide direction and state the desired end condition. The OBJECTIVES state a specific step toward goal achievement. POLICIES are specific statements that guide decision-making. They indicate a clear commitment by the City and generally serve as mandatory criteria. The IMPLEMENTATION MEASURES outlined in the following section of this element support the goals, objectives, and policies by providing specific programs and standards to carry out the Safety Element.

The goals, objectives, and policies that follow are organized according to topics. These topics were selected based on the City of Santa Paula's specific goals and objectives outlined for the Safety Element.

SEISMIC SAFETY

Goals

1.1 Development should mitigate undue risks from earthquakes.

1.2 Existing risks from earthquakes should be reduced.

1.3 When technically feasible, a system for timely public warnings of earthquakes should be provided.

Objectives

1(a) The fault displacement maps for Santa Paula and Ventura County should be updated.

1(b) The City should review and analyze the studies conducted on fault displacement in Santa Paula and Ventura County.

1(c) Information should be reviewed on high intensity ground shaking areas in Santa Paula.

1(d) The City should review and document natural and manmade areas that are subject to damage due to ground shaking.

1(e) Potential landslide locations should be reviewed and documented.

1(f) The City should review and map development on hillsides subject to landslides.

1(g) The map of potential liquefaction areas in Santa Paula should be updated.

1(h) Potential exposure to tsunamis and seiches should be reviewed and documented.

1(i) Soil conditions should be reviewed to determine if subsidence is a threat.

1(j) Expansive soil maps of Santa Paula should be updated.

1(k) Building Code Standards for expansive soil requirements should be reviewed.

1(l) Procedures and requirements for soil investigations should be reviewed.

1(m) Flood inundation maps for Santa Paula should be updated.

1(n) New building regulations for structural lateral forces should be considered.

1(o) The City should review the mitigation methods, including financing of potentially hazardous buildings.

1(p) The City should adopt mandatory requirements such as "Uniform Code for Building Conservation" for seismic upgrade of unreinforced buildings.

1(q) Regulations for the seismic upgrade of residential housing (costs to the residences) should be considered (i.e. bolting the house to the foundations, room additions, etc.).

1(r) Mitigation measures for concrete tilt up and steel frame buildings for seismic upgrade should be adopted.

1(s) The City should review evacuation plans for Santa Paula.

1(t) The City should review emergency plans for assessment of structural damage.

1(u) A comprehensive Emergency Operations Plan should be developed.

1(v) The City should monitor bridges, over and underpasses, and walls in the public right-of-way to ensure safety.

Policies

1.a.a. The City shall require, prior to approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. If the City finds that no undue hazard of this kind exists, based on information resulting from studies conducted on sites in the immediate vicinity of the project and of similar soil composition to the project site, the geotechnical report may be waived. After the report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geological datum, or data, warranting further investigation is not recorded. The City shall submit one copy of each approved geotechnical report, including mitigation measures, if any, that are to be taken, to the State Geologist with 30 days of its approval of the report. (State of California, Public Resources Code Section 2697). (IM 2, 26)

1.b.b. The City, in preparing the safety element to its general plan pursuant to subdivision (g) of Section 65302 of the Government Code, and in adopting or revising land use planning

and permitting ordinances, shall take into account the information provided in available seismic hazard maps. (State of California, Public Resources Code Section 2699) (IM 2, 3, 20, 26)

1.c.c. Establish and update parameters for new construction in identified seismic hazard zones in Title 15 (Buildings and Construction) of the City of Santa Paula Municipal Ordinance. (IM 2, 3, 5)

1.d.d. Develop standards and restrictions within Alquist-Priolo Special Studies Zones including limits on allowable development, development intensity, and setbacks from the fault trace. (IM 3-6)

1.e.e. Require a geotechnical evaluation, prior to site development, of the potential for displacement along identified active and potentially active faults. (IM 5, 6, 7, 26)

1.f.f. Remove or rehabilitate structures which may be expected to collapse in the event of an earthquake including, but not limited to, unreinforced masonry buildings pursuant to Government Code Section 8875 et seq., bridges, and critical facilities. (IM 9-15)

1.g.g. Require a geotechnical evaluation, prior to site development, of the potential for seismically-induced landslide or liquefaction in areas where such hazards have been identified. (IM 2, 16, 26)

1.h.h. Develop standards and restrictions such as the limits on the types of allowable development, development intensity/density standards, and subdivision design policies for sites subject to seismically-induced landslides or liquefaction, or potential fault rupture areas for identified active and potentially active faults. (IM 12-26)

1.i.i. The City should encourage the seismic upgrade of unreinforced masonry buildings as required by the State of California, Uniform Code for Building Conservation, Appendix Chapter One. The City should strive to accomplish a seismic design standard for a peak acceleration based on the most current study available for upgrade of reinforced masonry buildings, but the ultimate design requirement for individual structures shall be evaluated on a case by case basis by a licensed structural engineer with final approval by the City's building official. (IM 12-13)

1.j.j. If evidence of faulting is observed during any subsurface geologic or geotechnical investigation at a site, a special fault investigation shall be initiated following the guidelines in the Alquist-Priolo Fault Rupture Zoning Act. (IM 12, 13, 26a)

1.k.k. Sites confirmed to be in an area prone to seismically-induced liquefaction shall have foundations designed by a structural engineer. (IM 12, 13, 26b)

1.l.l. Sites confirmed to be in an area prone to seismically-induced landslides shall be graded to increase the factor of safety, or the landslide will be mitigated prior to construction at the site, as determined by a civil or geotechnical engineer. (IM 12-13)

GEOLOGY

Goals

2.1 Development should mitigate undue risks from mudslides, landslides, subsidence, radon gas infiltration and other geologic hazards.

2.2 Existing risks from mudslides, landslides, subsidence, radon gas infiltration and other geologic hazards should be reduced.

Objectives

2(a) Development should not take place without proper geologic studies and engineering improvements that will mitigate, if not eliminate, the risk of future loss from mudslides, landslides, subsidence, radon gas infiltration and other geologic hazards.

2(b) Corrective measures should be taken to mitigate or eliminate the risk of loss of life or to existing structures due to geologic hazards.

Policies

2.a.a. Require a geotechnical evaluation, prior to site development, of the potential for landslides, mud or debris flows, rock falls, soil settlement or soil expansion in identified hazard areas. (IM 16-18, 26, 26c, 26k)

2.b.b. Develop standards and restrictions such as density/intensity standards for slopes, subdivision design policies, and generalized performance standards for sites subject to landslides, mud or debris flows, rock falls, soil settlement or soil expansion. (IM 16-18, 26d, 26l)

2.c.c. Require a geotechnical evaluation, prior to development, of subsidence potential in areas of known risk. (IM 5, 6, 7, 26, 26n)

2.d.d. Develop standards and restrictions, such as limits on density and restrictions on water wells in areas subject to subsidence. (IM 6-10, 19, 26o)

2.e.e. Require setbacks and subdivision design within areas subject to other known geologic hazards such as crude oil production and activity. (IM 6-10)

2.f.f. The stability of a proposed hillside building site should be certified by a civil or geotechnical engineer prior to the issuance of building permits. (IM 6-10, 26e, 26f, 26g)

2.g.g. The civil engineer and project engineering geologist/geotechnical engineer should coordinate efforts during construction grading at a project site. (IM 5-10, 26i)

2.h.h. Hazards caused by project grading which may affect adjacent properties, such as erosion and slope instability, shall be mitigated before final approval of the project is given by the City. (IM 5-10, 26j)

2.i.i. Areas identified to be in high expansive soil, or zones of soil settlement, and confirmed through site geotechnical investigations, shall have foundations designed by a structural engineer to withstand the existing conditions, or the site shall be graded under the supervision of a civil engineer. (IM 5-10, 26m)

2.j.j. Project sites located at the base of, or near the base of, hillside areas should be evaluated for potential exposure to landslides, mud or debris flows, or rock falls. (IM 26h)

2.k.k. If soil subsidence is observed in a portion of the Santa Clara River Valley within the Santa Paula planning area, the Santa Paula Department of Public Works should initiate an investigation to evaluate the cause for the subsidence, and to develop a program to halt or retard the subsidence.

FLOOD PROTECTION

Goals

3.1 Development should mitigate undue risks from floods.

3.2 Existing risks from floods should be reduced.

3.3 Development should be compatible with existing flood hazards if such hazards cannot be reduced.

3.4 Waterways should be protected from pollutants, soil erosion and other environmental hazards.

3.5 A system for timely public warning of predicted flood events should be provided.

Objectives

3(a) Santa Paula should support flood control projects on the Santa Clara River and Santa Paula Creek, and on other waterways, to eliminate or reduce flood hazard zones.

3(b) New construction and substantial improvements to existing construction should comply with the City's floodplain management ordinance.

3(c) Santa Paula should continue to actively participate in the Ventura Countywide Stormwater Quality Management Program and to implement the measures recommended by that program.

3(d) Santa Paula should continue to participate in the Ventura County Flood Control District's flood warning system.

3(e) New development projects and new and replacement flood control projects should be constructed in accordance with appropriate hydrologic and hydraulic design standards.

3(f) An emergency flood evacuation plan should be prepared and publicly distributed or announced.

Policies

3.a.a. Develop standards and restrictions within identified floodplains or areas subject to inundation by a 100-year flood. These might include subdivision design, setback requirements, and development intensity/density standards. (IM 27, 27a, 27b)

3.b.b. Develop policies, standards, and requirements which reduce the risk of flood hazards relative to evacuation routes and minimum road widths. (IM 27, 28)

3.c.c. Develop policies to complete flood improvements on Santa Paula Creek, Adams Canyon, and Fagan Canyon prior to issuance of any new building permits, or in conjunction with new development design. (IM 27-32)

3.d.d. Develop standards and restrictions such as subdivision design policies and building setbacks within areas subject to inundations as a result of dam failure. (IM 27-32)

3.e.e. Develop standards and restrictions to minimize potential risk within areas that would be inundated as a result of dam failure. (IM 28)

3.f.f. Develop a Master Plan of Storm Drains for the City. (IM 29)

3.g.g. Develop policies and restrictions for development of land south of State Route 126. (IM 27-29)

3.h.h. Establish projected completion dates to upgrade drainage deficiencies identified within the City limits and for the Todd Lane drainage which is under the County's jurisdiction. (IM 32a)

3.i.i. The City should develop a long-range plan for improvements such as a Capital Improvements Plan. The plan should identify improvements, funding needs, and funding sources over a 7 year period for capital improvement projects, such as storm drain system upgrades, required to accommodate new development. (IM 32b)

3.j.j. Require new development in Fagan Canyon, East Area 1, and East Area 2 to be designed such than peak water discharge into the Santa Clara River does not exceed existing conditions. (IM 32c)

FIRE PROTECTION

Goals

4.1 Development should mitigate undue risks from fires.

4.2 Existing risks from fires should be reduced.

4.3 Development should incorporate designs, systems and practices for fire safety, prevention and suppression.

Objectives

4(a) The Fire Department should be staffed with best available equipment, firefighters, supervisors, civilian personnel and administrators.

4(b) Emergency Dispatch should be adequately staffed and equipped to handle the call load and monitor all police and fire operations.

4(c) A program to require the installation of fire sprinklers in new and existing structures should be considered.

4(d) An equitable cost recovery program should be designed and implemented to reimburse the City for emergency response and investigation.

4(e) A fire safety and equipment access standard should be appropriately designed and implemented.

4(f) A fire safety plan should be required of all businesses and multi-family occupancies.

4(g) A program for fire safety plans and training should be designed and implemented.

4(h) New development in the urban/wildland interface and other high fire risk areas should have enforceable plans or standards for fire resistive construction and landscaping and landscape maintenance.

4(i) New development in urban/wildland interface areas should have supplemental stored, dedicated firefighting water supplies and outside fire sprinkler systems.

4(j) Adequate water availability should be provided in all new development.

Policies

4.a.a. Develop new and/or maintain existing policies, and upgrade these policies, standards, and restrictions which reduce the risk of urban and wildland fires to a reasonable level, including: design, reservation, and requirements regarding evacuation routes; peakload

water supply requirements and performance standards for urban, suburban, and rural development; minimum road widths; clearances around structures; fire equipment response time; land use intensity/density standards; subdivision design for fire safety; and fire safe building materials. (IM 33-42)

4.b.b. Require that all fire safety standards conform with those established by the State Board of Forestry for state responsibility areas (State of California, Public Resources Code Section 4290) including: road standards for fire equipment access; standards for signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; fuel breaks and greenbelts; land use policies and safety standards that take into account the recurrent nature of wildland fires; design standards establishing minimum road widths and clearances around structures; and emergency preparedness protocol and procedures. (IM 33-42)

4.c.c. The City should consider a future fire station location(s) closer to the urban/wildland interface currently existing along State Route 150, or in canyon areas proposed to be developed, and outside of the 100-year flood zone, dam inundation, and seismically-induced liquefaction hazard areas. (IM 42)

4.d.d. The City should continue to enforce the 1994 Uniform Fire Code; the City of Santa Paula ordinances pertaining to fire prevention and suppression; the California Health and Safety Code Division 12, parts 2.7 and 5; and the California Health and Safety Code Sections 25501 through 25510. (IM 37)

HAZARDOUS MATERIALS (Natural Resource Preservation)

Goals

5.1 Hazards to natural resources should be controlled or eliminated, including but not limited to pollution.

5.2 Public environmental awareness, sound environmental practices and a healthy environment should be promoted.

Objectives

5(a) Aquifer recharge areas should be protected and enhanced.

5(b) The improvement and protection of air quality should be encouraged and supported.

5(c) The improvement of water quality for drinking, cleaning, and other uses, should be encouraged and supported.

5(d) Environmental decisions, mitigations and practices should be based on documented information about the local and specific environment.

5(e) Public education about local problems and concerns should be incorporated into the environmental review process.

Policies

5.a.a. The City should maintain and upgrade policies concerning the use, storage, and transportation of hazardous materials within the City planning area. (IM 43-57)

5.b.b. City policies concerning the use, storage and transportation of hazardous materials, and regarding underground or above ground storage tanks, should reflect the County of Ventura Environmental Health Division and the State Regional Water Quality Control Board policies and requirements. (IM 43-52)

AIRCRAFT SAFETY

Goals

6.1 Existing risks from aviation should be reduced.

6.2 Development should be compatible with existing risks from aviation.

Objectives

6(a) Development of properties adjoining or near the airport should be compatible with airport operations and the airport land use plan.

6(b) The mapped clear zones should be purchased as soon as individual parcels and funds become available.

6(c) Runway overruns should be extended when land becomes available.

Policies

6.a.a. The City should work in conjunction with the privately-owned Santa Paula Airport to follow the land use guidelines for safety compatibility outlined in the Ventura County Airports Comprehensive Land Use Plan Update. (IM 61)

6.b.b. The City should propose legislation to allow for the City to acquire the property in the Inner Safety Zones of the Airport. (IM 62)

POLICE PROTECTION

Goals

7.1 The community should be free of crime and violence and should be a safe environment in which to live, work and raise a family.

Objectives

7(a) The Police Department should be staffed with the best available police officers, supervisors, civilian personnel, administrators, and equipment.

7(b) The number of sworn officers on the Police Department should be adequate to provide a full range of services to the community. A ratio of 1.25 officers per 1,000 population is considered desirable.

7(c) Emergency Dispatch and police communications systems should be staffed and equipped at a level which meets both public safety requirements and contemporary industry standards.

7(d) A traffic bureau should be instituted as part of the patrol division to focus on traffic enforcement, accident investigation, adequate protection for school crossings, and related issues.

7(e) Additions to the police facility to increase space for investigations and patrol personnel should be considered.

7(f) Community based police programs should be developed and implemented. COPPS should address family crimes, and domestic violence.

7(g) High visibility police patrol in high crime areas should be provided.

7(h) The City should encourage continued use of volunteers such as Police reserves, Citizens Patrol and others.

7(i) A program should be developed to enhance the image of law enforcement.

7(j) The City should develop a victim advocate program and improve techniques to prevent domestic violence, neighborhood problems, and quality of life issues such as drug dealing, abandoned and junk cars, and safe sidewalks.

Policies

7.a.a. The City should develop a policy to utilize volunteers in the community for a citizens patrol, for assisting the police department, and for aiding the police department in emergency disaster situations. (IM 67-70)

7.b.b. The City should develop a policy to utilize and support a retired senior-citizen volunteer program to aid the police department with various civilian-type duties. (IM 69)

OTHER PUBLIC SAFETY HAZARDS

Goals

8.1 Hazards related to current oil production activities in the northern and southern portions of the planning area should be controlled to reduce the potential for pollution and/or a public safety problem.

Objectives

8(a) Aquifer recharge areas should be protected and enhanced.

8(b) Public safety, particular children's safety, should be protected.

Policies

8.a.a. Oil production facilities should be enclosed and locked in a manner to prevent vandalism and/or theft. (IM 75, 75a)

8.b.b. Where feasible, oil production facilities should be moved out of the current City boundaries, and particularly away from public schools. (IM 75, 75a)

8.c.c. Abandoned oil or gas lines should be removed by the responsible oil company, and environmental monitoring and/or sampling performed in the soil surrounding the pipeline. (IM 44, 75a)

8.d.d. Pipeline conditions should be checked periodically by the City Fire Department in conjunction with the State Fire Marshal, to ensure that no leaks or spills, or fire hazards have occurred or currently exist. (IM 74, 75)

8.e.e. The State of California Division of Oil, Gas, and Geothermal Resources (CDOG) and the applicable oil company should be contacted when new development is proposed in an area of historical or existing oil operations. The City should follow the CDOG's requirements for setbacks from active oil wells, abandoned oil wells, and oil production facilities. (IM 75)

8.f.f. State or Federal electric or magnetic exposure levels and setback, if established, are to be followed. (M 76)

IV. IMPLEMENTATION MEASURES

This section of the Safety Element indicates the actions and programs that shall be carried out by the City of Santa Paula to implement the Safety Element goals, objectives, and policies. These implementation measures, together with the policies, establish and guide the City's annual budget process and day-to-day decision-making so there is continuing process toward attainment of the goals. Some policies and implementing measures may need to be re-examined and revised during the plan's time frame (2020). The implementation measures presented below are categorized by the same topics as the goals, objectives, and policies in the preceding section, where appropriate. Implementation measures with a letter following the measure number (i.e., 22a) have been added during revision, update, or amendment processes. This number/letter system is intended so that the numbering system is not affected by any subsequent additions or revisions to implementation measures.

SEISMIC SAFETY AND GEOLOGY AND CRITICAL FACILITIES

1. The building and zoning codes shall be amended to incorporate specific standards for siting, seismic design and review of Critical, Sensitive, and High-Occupancy Facilities.

2. Detailed site specific studies for ground shaking characteristics, liquefaction potential (in areas defined as being susceptible to liquefaction only), landslide potential (in areas defined as being susceptible to landslides), and fault rupture potential shall be required as background to the development approval process for Critical, Sensitive, and High-Occupancy Facilities.

3. Zoning regulations shall be amended to prevent Critical Facilities from being located in the Alquist-Priolo Special Study Zone of an active fault.

4. No single-family residences, or other inhabitable structures, shall be constructed within fifty feet of either side of an active fault.

5. Within the Alquist-Priolo Special Study Zone, Sensitive and High-Occupancy Facilities shall require the discretionary approval of the Planning Commission, and the sites shall be designed to minimize the consequences of possible fault rupture. Sensitive and High-Occupancy Facilities shall not be allowed within 100 feet of either side of an active or potentially active fault.

6. Alquist-Priolo Special Study Zone Reports shall be in a standardized format through consultation with the City Geologist and relevant City Departments. An agreed upon design earthquake shall be formulated for the San Andreas, San Cayetano, Oak Ridge, and Ventura faults and utilized in the reports to determine ground shaking. Reports shall be reviewed for adequacy by the City Geologist.

7. All construction excavations and trenches relative to human occupancy and public works infrastructure of five feet or deeper in mapped fault zones shall be inspected by the City Geologist for any evidence of faulting.

8. Public participation shall be sought in the development of hazard mitigation and disaster recovery programs.

9. Existing Critical, Sensitive, and High-Occupancy facilities shall be reviewed for any significant siting, design or construction problems that would make them vulnerable in an earthquake. The findings shall be incorporated into emergency operations plans as well as addressed in longer-term programs of facilities upgrading or relocation. A special committee comprised of the City Engineer, and the Directors of Planning, Public Works, Building and Safety, and Emergency Services can formulate such plans.

10. Essential facilities within the City shall be surveyed for seismic hazards and programs shall be developed as appropriate for correction of any significant problems that could jeopardize public health and safety or inhibit effective emergency response. A special committee comprised of the City Engineer, and the Directors of Planning, Public Works, Building and Safety, and Emergency Services can formulate such plans.

11. Data on the current inventory of unreinforced masonry buildings shall be maintained and updated.

12. A strong, enforceable ordinance for upgrading of unreinforced masonry buildings shall be utilized, and tailored to the local conditions in the City. The ordinance shall include:

    a. *Requirements for upgrading unreinforced masonry buildings.*
    b. *Incorporation of concepts and provisions of the State Code for historic buildings, to provide additional flexibility for preservation of historic buildings while protecting them from significant earthquake damage.*
    c. *A time schedule for enforcement with all upgrading completed during that time.*
    d. *Signs shall be posted and maintained on unreinforced masonry buildings to warn residents of the potential hazard.*

13. The following information shall be developed in preparation for the ordinance, to provide a substantial basis for policy evaluations.

    - *A disaster impact analysis of the City's unreinforced masonry buildings, including an assessment of potential casualties, damages, and economic and social impacts in the event of an earthquake. The disaster impact analysis could be addressed through a CEQA document, such as an environmental impact report.*

14. Strategies and program options shall be developed for preservation or replacement of the low- and moderate-income housing currently located in unreinforced masonry buildings. Possible strategies include, among others: community redevelopment programs; low-interest loans for seismic rehabilitation of residential buildings;

preservation of nonconforming zoning rights for in-kind replacement of residential buildings; and relocation assistance for any displaced occupants.

15. Appropriate means of economic relief for commercial buildings that are constructed of unreinforced masonry, shall also be considered, such as: preservation of non-conforming zoning rights for in-kind replacement of commercial buildings, and community redevelopment programs for the coordinated upgrading of seismic, economic, and general design characteristics of affected commercial areas.

16. A liquefaction or landslide report shall be required for proposed projects located in areas susceptible to either liquefaction or landslides. The reports shall be in a standardized format and utilize a design earthquake on the San Andreas, San Cayetano, Oak Ridge, and Ventura faults. Liquefaction and landslide reports will be submitted prior to issuance of construction permits. These reports will be utilized to help assure that adequate liquefaction or landslide mitigation is possible.

17. Special review criteria shall be established for Critical and Sensitive Facilities proposed in or near potential liquefaction or landslide areas. The criteria should include such concerns as: blockage of road access and interruption of essential utility service as a result of liquefaction or landslides in the area.

18. Technical reviews of groundwater, liquefaction susceptibility, and fault zone data shall be conducted every three to five years at a minimum, for potential revisions in liquefaction susceptibility and fault zone designations and related land-use and construction policies.

19. High groundwater problems related to any old, improperly-abandoned water wells shall be mitigated wherever possible, by proper sealing and abandonment procedures.

20. Any State-adopted seismic revisions to the current Building Code shall be reviewed for early adoption and implementation. These standards, as recommended by the Structural Engineers Association of California, should be adopted on an interim basis for the design of large buildings.

21. Future revisions to the seismic building code shall also receive early review and incorporation, as appropriate, into the City Building Code.

22. The current development review procedures for concrete tilt-up and composite pre-stressed concrete construction shall be reviewed for consistency with effective principles of seismic design, and revised as appropriate to maintain the seismic integrity of new construction.

22a. The City should adopt an ordinance that establishes and requires retrofit foundation standards and retrofit concrete tilt-up building standards.

23. The highest and most current professional standards for seismic design shall be used in the design of Critical, Sensitive and High-Occupancy Facilities, so that the seismic design of the facilities will not become substandard within a few years.

24. All components of the seismic design for Critical, Sensitive, and High-Occupancy Facilities shall be subject to independent, third-party structural engineer review by qualified professional standards for seismic design of those types of facilities, based on the development of appropriate criteria and procedures, if required by the Building Official.

25. Effective review of seismic design for proposed buildings of four stories or more in height, or 6,000 square feet or more in ground level floor space shall be conducted by on-staff structural engineers or through third-party review by qualified engineers responsible to the City, if required by the Building Official.

26. A central repository shall be established in the City, for the collection and compilation of geologic and soils engineering information related to faults and fault zone studies, groundwater levels, soils characteristics, susceptibility to landslides and liquefaction, and other data as appropriate. The range of opportunities for collection of new liquefaction and fault-related data shall be identified, and a long-term program development for geologic inspection of all significant excavations in the fault zones. The cooperation of other agencies should be sought, to help identify additional opportunities for data collection. This information shall be used to increase the knowledge and insights of City reviewers and applicants alike, in support of hazard mitigation.

26a. A fault investigation ordinance shall be prepared which states that if evidence of faulting is observed during any subsurface geologic or geotechnical investigation at a site, or if a site is located in an area of known active or potentially active faults, a special fault investigation should be initiated in accordance with the State Alquist-Priolo Special Studies Zone Guidelines, in an attempt to determine and/or confirm that the fault is active or potentially active. The special fault investigation shall be performed prior to the implementation of new construction, and the information obtained from the investigation should be utilized for future planning purposes.

26b. The City shall establish an ordinance which requires that projects located in areas identified as having a high potential for seismically-induced liquefaction shall have foundations designed by a structural engineer.

26c. Development within areas with a known high potential for landslides, debris flows, mud flows, or rock falls should follow the appropriate Building Code criteria and site specific studies should be performed prior to development.

26d. The City shall create an ordinance restricting the density/intensity of land use for slopes/hillsides in the planning area. The City shall also establish generalized performance standards for sites subject to landslides, mud or debris flows, rock falls,

soil settlement, or soil expansion based on the most current acceptable County or State standards/criteria.

26e. The City shall require certification as to the stability of any proposed hillside building site, with relationship to adverse effects from rain and earthquakes, prior to the issuance of building permits.

26f. Sites confirmed to be in a landslide area, or an area prone to seismically-induced landslides, shall be graded to increase the factor of safety, or the landslide will be mitigated prior to construction at the site, as determined by a civil or geotechnical engineer. If the landslide cannot be mitigated through current engineering techniques, and if a factor of safety of 1.5 or greater cannot be achieved through mitigation measures, the site will be deemed unfit for development.

26g. The City shall require the design and construction of mud and debris flow diversion basins and/or walls for sites subject to mud or debris flows, or rock falls.

26h. The City should require a setback from the base of slopes known to be prone to landslides, mud or debris flows, or rock falls.

26i. The City shall establish an ordinance requiring the filing of a grading plan and a final grading report for hillside projects and critical facilities prior to final approval of the project, and prior to construction of any building structures.

26j. The City's Civil Engineer or equivalent will inspect a project after the final grading report has been filed. The project will not be approved for construction by the City Engineer or equivalent until all hazards caused by project grading which may affect adjacent properties, such as erosion and slope instability, are mitigated to the City's specifications.

26k. Development within areas with a known high potential for expansive soil or soil settlement should follow the appropriate Building Code criteria and site specific studies should be performed prior to development.

26l. The City shall create an ordinance restricting the density/intensity of land use for sites subject to soil settlement or soil expansion based on the most current acceptable County or State standards/criteria or provide specific design standards to mitigate against these hazards.

26m. The City shall establish an ordinance requiring that a structural engineer be obtained to design foundations for building structures which are to be constructed on project sites confirmed to be in highly expansive soil or in soil prone to settlement; or the project site will be graded to mitigate the existing soil conditions under the supervision of a civil engineer and with final approval by the City Engineer.

26n. Development within areas with a known potential for soil subsidence should follow the appropriate Building Code criteria and site specific studies should be performed prior to development.

26o. The City shall continue implementing its ordinance controlling groundwater pumping for municipal and industrial uses.

26p. The City shall form a committee to gather information on soil subsidence in the planning area, and to develop a program to halt or retard any subsidence which is confirmed through field observations or testing.

FLOOD PROTECTION

27. Development proposals for projects within the 100-year flood plain shall be reviewed for consistency with Federal Emergency Management Agency requirements as adopted by the Santa Paula Municipal Code. Projects not consistent with the Municipal Code may require modification to be consistent.

27a. New development shall comply with the City's Floodplain Management Ordinance.

27b. An Emergency Flood Evacuation Plan shall be prepared and publicly distributed or announced.

28. A site specific flood protection study which meets the standards of the City of Santa Paula and the Ventura County Flood Control District shall be prepared by a qualified civil engineer as a prerequisite to the approval of major projects. The study shall be reviewed by the City Engineer. Staff recommendations regarding the facilities necessary to mitigate flooding hazards resulting from project implementation and/or impacts to flood facilities shall become conditions of project approval. Mitigation against flooding hazards must be provided prior to the issuance of certificates of occupancy.

29. A Master Plan of storm drains should be prepared by the City, for use by the City and the County Flood Control District.

30. If not already developed, Storm Drainage and Flood Control Programs should be developed and implemented.

31. Flood improvements should be expedited and completed along Santa Paula Creek to reduce the 100- and 500-year flood zones north of State Route 126. Improvements should be completed prior to development in East Area 1. The necessity for new or relocated critical facilities would be lessened if the flood zone area was reduced through improvements to Santa Paula Creek.

32. Flood improvements to all canyon areas should be performed prior to grading and development of those areas.

32a. New development in localized flood-prone areas should not be allowed within the City limits or Todd Lane drainage area prior to upgrading drainage needs.

32b. Develop a Capital Improvement Plan to identify drainage needs required to accommodate new projects.

32c. Review development proposals in Fagan Canyon, East Area 1, and East Area 2 for incorporation of flood control technology to ensure that peak water discharge into the Santa Clara River does not exceed existing conditions.

FIRE PROTECTION

33. Incorporate the provisions of the Ventura County and City of Santa Paula Fire Hazard Reduction Program providing for the siting of structures, site access, availability of water supply, use of fire retardant vegetation, maintenance of landscape, incorporation of setbacks from natural vegetation, erosion control, and other measures to reduce fire hazards.

34. The City of Santa Paula Fire Department's measures for wildland fuel management, erosion control, street signage/identification, roadside and building vegetation clearance, and water supply requirements shall be implemented.

35. Continue and expand, as appropriate, the City's Building Code requirements for the design of structures to minimize fire hazard designated risk areas. These shall include, but not be limited to, the following: fire resistant construction; non-combustible roofing, fencing, and decking; fire walls; adequate placement of vents; and safety window glass.

36. At least once each three years, the City shall review its Building Code to evaluate its effectiveness in mitigating fire hazards and reflection of current technologies and construction methods. As appropriate, the Code shall be revised to account for any deficiencies.

37. Proposed development projects in the High and Very High Fire Hazard Areas shall be reviewed for their conformance to the policies contained in this Plan and standards and requirements of the Uniform Fire Code and Building Code.

38. Installation of new water reservoirs, pipelines, and booster pump stations will need to be addressed by the City Department of Public Works and the Santa Paula Fire Department prior to development in the High and Very High Fire Hazard Areas.

39. The City shall ensure that incidents resulting from fire conditions are addressed in the City's Emergency Preparedness Plan.

40. The City shall conduct a study to determine the means of establishing a buffer separating residential development in the foothills from chaparral and other native vegetation. This may include property easements and setbacks in new subdivisions, acquisition of lands adjacent to existing development, establishment of a "fire break" or

National Forest lands, or other techniques. Methods to fund acquisition and maintenance of the "buffer" shall be identified.

41. Pursue enforcement of the City's code requirements for weed abatement, site maintenance, and other fire hazard mitigations.

42. The City should pursue development of a Fire Station along State Route 150/Ojai Road, north of Mill Park, out of the 100-year flood, dam inundation, and liquefaction hazard zones. Additional fire stations should be considered in canyon areas prior to implementation of development (e.g. Adams Canyon).

HAZARDOUS MATERIALS AND EMERGENCY PREPAREDNESS

43. Assist the County Department of Environmental Health Services (DEHS) in preparing and updating the County Hazardous Waste Management Plan (CHWMP).

44. Adopt and enforce the CHWMP through General Plan or ordinance adoption.

45. Participate with the County DEHS in all task force, study and review groups formed to implement and update the CHWMP.

46. Establish procedures for processing projects which involve the use, storage, transport, handling and/or disposal of hazardous materials/wastes. These procedures shall include provisions for the involvement of DEHS (permits, site plan review, etc.), submittal of additional information (such as a Business Plan, Waste Minimization Plan, risk assessment, etc.) and processing timeframes.

47. Amend project applications to include requirements for submittal of information involving the proposed use, storage, handling, transport and/or disposal of hazardous materials/wastes and any previous use, storage, handling and/or disposal of hazardous materials/wastes.

48. Develop a listing of land uses which typically use, store or generate hazardous materials/wastes, to be used by the Planning Department to determine project processing procedures.

49. Investigate and establish a procedure to identify existing, expanded and new businesses in the City which handle hazardous materials and/or generate hazardous waste. These procedures shall include an agreement with the County DEHS for both jurisdictions to share compiled information.

50. Establish procedures for processing projects proposed on identified contaminated sites. These procedures shall include provisions for pre-application conferences and discretionary review.

51. Evaluate the structural stability of hazardous waste facilities.

52. Require permits for the use, storage, handling, transport or disposal of hazardous materials/waste substances in accordance with applicable federal, state and county laws/regulations.

53. Appropriate disaster response and earthquake response plans shall be maintained and updated on a regular basis.

54. Disaster response plans shall include adequate capabilities for heavy search and rescue, major medical response, interim morgue, emergency shelter, traffic and utility impacts, and debris removal and disposal. Plans shall address hazardous materials response for any chemicals stored or used in or adjacent to the hazardous buildings, and hazardous material spills along highways and the railroad.

55. Disaster response plans shall also include procedures for access, traffic control, emergency evacuations, and security of damaged areas.

56. The City shall maintain effective mutual aid agreements for fire, police, medical response, public works, building inspection, mass care, and heavy rescue.

57. Emergency preparedness exercises shall be conducted at least once a year. Exercises shall be designed to test and upgrade various disaster response plans. Disaster planning scenarios and emergency response plans shall include contingencies for:

- *Possible ruptures on multiple faults, either separately or simultaneously;*
- *Collapse of 50 buildings or more, including some high-rise and/or mid-rise structures, some essential facilities, and numerous unreinforced masonry buildings;*
- *Sporadic ground failure due to liquefaction or landslides, with major disruption of streets and utilities in some areas, and serious damage to homes and businesses;*
- *Many aftershocks, continuing for several weeks or months.*

Emergency preparedness exercises shall not be limited to earthquake response, but shall include other potential disasters such as fire and flooding.

58. Earthquake prediction response plans should be developed, including procedures for protecting occupants of hazardous buildings, appropriate warning announcements and public education procedures, and other short-term preparations.

59. A program of public education and preparedness shall be a major, continuing component of the emergency preparedness program. It should include, at a minimum:

- *The existence and approximate locations of local faults and landslides, and liquefaction susceptibility areas;*
- *The potential for strong ground shaking in the area, and means of strengthening buildings and protecting furnishing, equipment and other building contents from damage;*
- *The need for businesses and residents to be self-sufficient for several days following an earthquake, including food, water, medical assistance, and limited fire-fighting;*

- *Specific information describing what an individual should do during and immediately following an earthquake, whether at home, in a car, at work, or in an unfamiliar building.*

60. The cooperation of the business community shall be enlisted for public education and mutual assistance. Businesses should develop their own disaster response plans and have provisions for food, water, first aid and shelter of employees who may not be able to return home for several days following a major earthquake.

AIRCRAFT SAFETY

61. The City of Santa Paula should change the land use designations in the Inner Safety Zones at both ends of the City of Santa Paula Airport runway to agricultural or other conforming land uses.

62. The City should pass legislation which would allow funding by the State for purchase of the property in the Inner Safety Zone.

POLICE PROTECTION

63. The City shall maintain a police force capable of providing adequate protection and criminal prevention services to the citizens of Santa Paula and their property.

64. The City shall conduct an annual assessment of Police Department services that shall evaluate: infrastructure conditions in all existing facilities and equipment; personnel staffing conditions; and facilities, equipment and personnel needs for the coming fiscal year, based on anticipated population growth, level of service, and the crime rate.

65. Establish a program that will monitor crime prevention programs and identify funding sources for law enforcement on the Federal, State, and local level.

66. The City shall continue and periodically review its cooperation agreements with the County of Ventura and adjacent jurisdictions for mutual assistance.

67. The City, through the Police Department, shall enact an ongoing Outreach Program to existing Neighborhood Watch groups to provide support and assistance in self-help programs, and identify residential areas without neighborhood watch programs and assist them to initiate and continue watch programs. A structure for similar program for commercial areas in the City shall be established that may be effectuated by the Chamber of Commerce and other similar organizations.

68. The City, through the Police Department, shall establish an ordinance to allow for utilizing volunteers in the community for citizens patrol, assisting the Police Department, and aiding the Police Department in emergency disaster situations.

69. The City, through the Police Department, shall establish an ordinance, to establish and support a retired senior-citizen volunteer program.

70. The City, with the assistance of the Police Department, shall assist the Santa Paula Unified School District and other educational agencies in establishing an early intervention program that will include, but not be limited to, sports, arts and crafts activities, job training and counseling for high school, junior high and elementary students who are having identified academic and social problems.

71. The City shall enact amendments to the Building Code and incorporate in the City's design review process for development projects requirements for defensible space design in all new projects that ensure maximum visibility and security for entrances, pathways and corridors, open space (both private and public), and parking lots/structures.

72. The City shall maintain an adequate complement of building code compliance inspectors who will work with the police department in order to eradicate building conditions which enhance criminal activity.

73. The City should pursue development of an additional police station along Ojai Road, out of the 100-year flood, dam inundation, and liquefaction hazard zones. Development of additional police stations should be considered as the City's expansion areas are designed and developed.

OTHER PUBLIC SAFETY HAZARDS

74. Special emergency preparedness plans shall be formulated for dealing with the possible effects of the severance of the City's major lifelines in the event of a major earthquake. For example:

- *Rupture of the petroleum product pipelines within the City limits, or to the north and south of the City, could result in uncontrollable fires.*
- *Rupture of the main natural gas lines could cause extensive fires and loss of natural gas services to the City for extended periods of time.*
- *Major or minor damage to the major Southern California Edison substations located in the City.*
- *Disruption of the water supply caused by breakage of the main water lines, damage or destruction of water reservoir tanks, or by non-functional pump stations.*
- *Disruption or termination of operations at wastewater treatment facilities.*
- *Disruption or termination of telephone and telecommunications systems for at least three days.*
- *Closure of major surface transportation routes, including railways, for several weeks to several months.*
- *Ground failure and damage to the runway at the Santa Paula Airport.*

75. The City shall enact amendments to its Oil Code and Building Code pertaining to development in historic or existing oil fields including, but not limited to, setbacks from active and abandoned oil wells, and setbacks and land use restrictions adjacent to oil production facilities.

75a. The City shall amend its Oil Code to include ordinances requiring the following:

- *All oil extraction facilities/structures including, but not limited to, oil derricks, oil wells, and oil reservoirs, shall be enclosed and locked.*
- *Oil companies shall be restricted from placing large oil facilities or oil storage facilities within the city limits, or adjacent to areas identified in the land use plan for proposed residences or public schools.*
- *Abandoned oil pipelines shall be removed from the subsurface, when deemed feasible by the city, by the responsible oil company. Subsurface monitoring and testing, in compliance with state laws, shall be performed.*

76. The City shall adopt an ordinance requiring that State or Federal electric or magnetic exposure levels, if established, are to be followed. In the absence of these exposure standards, no residential structures or residential yards, schools, active parks, or recreational facilities are to be built within the utility corridor right-of-way. In addition, the following setback guidelines adopted by the California Department of Health Services shall be adhered to: 100 feet from 100-110 kV lines; 150 feet from 220-230 kV lines; and 250 feet from 345 kV lines.

V. TECHNICAL APPENDICES

EXISTING CONDITIONS AND ISSUES

Regional Stratigraphy. The stratigraphic and lithologic features of the major rock sequences within the Santa Paula planning area (Norris and Webb, 1990 and Dibblee, 1990 and 1992) are described by age group as follows:

Middle to Late Eocene, Matilija Sandstone (Tma, Tmaw, Tmasl, Tmash). Predominantly north-dipping (including overturned beds) sequence of resistant marine, thick-bedded, tan arkosic sandstone with thin partings of gray micaceous shale, and hard white sandstone and thin shale interbeds in the Santa Paula Peak area. This bedrock crops out in the northeast portion of the planning area.

Late Eocene, Cozy Dell Shale (Tcd, Tcdss). Predominantly north-dipping, marine, dark gray shale and light gray to tan arkosic sandstone. Outcrops exist at the northern tip of the planning area, adjacent to Santa Paula Creek.

Late Eocene, Coldwater Sandstone (Tcw, Tcwsh). Predominantly north-dipping and overturned beds of marine hard and tan sandstone, and greenish-gray and fossiliferous siltstone and shale. This bedrock crops out in the northern portion of the planning area, adjacent to Santa Paula Creek.

Oligocene, Sespe Formation (Tsp). Non-marine sandstone and conglomerate with outcrops restricted to south of the City of Santa Paula and the Santa Clara River.

Middle Miocene, Conejo Volcanics (Tcva). Volcanic rocks consisting of andesitic basalt. These rocks crop out in a thin strip near the peak of South Mountain, in the southern portion of the planning area.

Middle Miocene, Topanga Formation (Tts). Southern-dipping, marine, semi-friable sandstone that is time equivalent to the Conejo Volcanics. Crops out in a small area in the southwestern portion of the planning area.

Middle and Late Miocene, Monterey Formation (Tm). Described previously as the Modelo Formation (Weber, 1984), this unit is described as marine, biogenic, thinly-bedded to finely-laminated siliceous shales. This unit crops out in the northwestern portion of the planning area adjacent to Santa Paula Creek, and in the southwest portion of the planning area adjacent to Santa Clara River.

Pliocene and Pleistocene, Pico Formation (QTpm, Tp). Predominantly southern-dipping, marine, soft claystone or mudstone with some lenses or interbeds of semi-friable sandstone. A thick, coherent white tuff bed exists in the South Mountain area. This unit crops out over most of the planning area north of Santa Clara River, and in the southwest portion of the planning area adjacent to the river valley.

Late Pliocene and Early Pleistocene, Las Posas Sand (QTlp, QTlc). Southern-dipping, marine strata consisting of friable sandstone and sandy siltstone with some lenses of pebble-cobble conglomerate. This unit crops out in a thin zone adjacent to the west of Santa Paula Creek, in the northern section of the planning area.

Pleistocene, Saugus Formation (Qts). Southern-dipping, nonmarine, weakly-consolidated alluvial cobble-boulder conglomerate. This unit crops out along the northern border of the Santa Clara River Valley, in the central portion of the planning area.

Older Surficial Sediments (Qoa, Qog, Qof) . Dissected remnants of weakly-consolidated alluvial gravel, sand and silt. These sediments crop out primarily between Santa Paula Creek and Timber Canyon, north of the City of Santa Paula.

Surficial Sediments (Qg, Qf, Qa). Unconsolidated and generally undissected stream channel and alluvial deposits. These deposits lie within the boundaries of Santa Paula Creek, Timber Canyon, and in the Santa Clara River Valley floor.

Regional Seismicity and Earthquake History. Earthquakes occur along active faults. One of the tools used in the evaluation of seismic risk is the historical earthquake record. These records list when an earthquake occurred, its epicenter and depth below ground surface, and strength (Modified Mercalli Intensity or Magnitude). Seismic records in southern California date back about 200 years – to the time of Spanish colonization. Earthquake recurrence along an individual fault can be on the order of thousands of years, so the historical record alone is not sufficient to fully determine the seismic risk that an area may experience. Despite these limitations, a review of historical seismicity has value in evaluating the seismicity that an area may undergo. The accuracy of the database increases with time; events before about 1940 are based on colloquial data and are not instrumentally recorded. These events, therefore, may not accurately locate the recorded event.

Historical Seismicity of the Santa Paula Area. The lower Santa Clara Valley has not had a large, damaging earthquake in 200 years of record keeping. According to the State of California, Department of Conservation, Earthquake Epicenter Map of California (1978), no earthquake epicenters, for earthquakes with a magnitude of 4.0 or greater, have been located within the City of Santa Paula planning area between 1900 through 1974. In addition, no large earthquakes are known to have occurred in the western Transverse Ranges during the historical record of the past 200 years (CDMG, 1996).

Several historical earthquakes with epicenters outside of the Santa Paula area have affected the Santa Clara Valley and the County of Ventura. An earthquake which occurred offshore, possibly on a continuation of the Oak Ridge Fault, in December 21, 1812 created tsunami-like waves along the Ventura coastline (Yeats, 1988). The great Fort Tejon earthquake of January 9, 1857, with its epicenter on the San Andreas Fault close to the northeast corner of Ventura County, caused significant damage in the southern portion of the County and cracks in the river bed six miles from the mouth of the Santa Clara River (City of Santa Paula, 1974). Two earthquake "shocks" occurred on June 6, 1925 and June 30, 1941, of magnitudes 6.3 and 5.9, respectively, which caused some damage in Ventura. The February 9, 1971 San Fernando (magnitude 6.5) earthquake caused severe damage to older buildings in Santa Susana, and

small displacement along the Santa Susana Fault (the eastern extension of the Oak Ridge and possibly San Cayetano Fault zones).

The 1994 Northridge (magnitude 6.7) earthquake resulted in a maximum displacement of 3.5 meters along a south-dipping blind thrust fault. As stated above, the Northridge blind thrust fault is thought to be a continuation of the Oak Ridge Fault. The Oak Ridge Fault also continues offshore. More than 400 earthquakes between magnitude 0.5 to 4.0 occurred on this offshore segment of the Oak Ridge Fault in April of 1984 (CDMG, 1995).

Probable Future Seismicity for the Santa Paula Area. The slip rate on the Oak Ridge Fault at South Mountain is estimated at 4.9 ± 1.0 millimeters per year (mm/yr) since the late Pliocene/early Pleistocene time. A slip rate of 4.5 ± 1.5 mm/yr was determined for the San Cayetano Fault based on stratigraphic evidence from the oldest alluvial fans at Timber Canyon, fluvial terrace deposits, and alluvial fan surfaces at Sisar Creek, Bear Canyon, and Mud Creek (CDMG, 1995). Yeats (1988) assumed that the slip rates calculated for the San Cayetano Fault are in the same general range as those for the Oak Ridge Fault, and that average recurrence intervals for earthquakes on these faults are in the same range. However, the CDMG determined in their study of the 1994 Northridge earthquake (CDMG, 1995) that the slip rate on the San Cayetano Fault was greater than 10 mm/yr, and the slip rate on the Oak Ridge Fault was between 1 and greater than 5 mm/yr. The average recurrence interval documented for the Oak Ridge Fault (250 to 500 years), and surmised for the San Cayetano Fault, suggests that a damaging earthquake may strike the lower Santa Clara Valley in the near future (Yeats, 1988).

SEISMIC HAZARDS

Seismic Setting. The regular occurrence of earthquakes in the southern California area serves as ongoing evidence that the area is seismically active. Although nothing can be done to prevent the occurrence of earthquakes, through proper construction design and planning, their destructive effects can be reduced. Within the last several decades, there has been a recognition that structures should not be built over active fault traces. Ongoing earthquake research has resulted in improved construction standards for buildings, roadways, and other structures. Another approach to increasing awareness of seismic hazards has been the State requirement that local governments address seismic safety issues in their General Plans [Government Code Section 65302(g)]. This Safety Element meets the requirement to consider the goals, programs, and policies that are to be followed to reduce the danger of earthquakes.

Earthquake hazards are manifested in many ways, including ground rupture, ground shaking, landslides, tsunamis, liquefaction, and seiches. Secondary hazards that can be caused by earthquakes include flooding due to dam failure, urban fires, and toxic chemical releases.

Previous Work. A Seismic Hazard Analysis of Santa Paula was performed by Earth Technology Corporation of Long Beach, California, in February of 1985. Earth Technology Corporation concluded that the recurrence interval for the Western Transverse Ranges province (which includes the City of Santa Paula) for peak ground accelerations of 0.10 g, 0.14 g, 0.19 g, 0.24 g, and 0.28 g, was 50 years, 100 years, 200 years, 400 years, and 600 years, respectively. The recurrence intervals for peak ground accelerations expected to be generated from an earthquake along the San Andreas Fault were considered separately in Earth Technology's report. The

recurrence interval along the San Andreas Fault, based on surface geomorphology, ranges from 140 to 300 years. The median peak ground acceleration in the City, based on a magnitude 8.25 event on the San Andreas Fault at a distance of 53 kilometers from the City, was calculated to be 0.15 g. Earth Technology recommended that a seismic design criteria of 0.2 g should be utilized in the analysis and redesign of unreinforced masonry buildings in the City.

Seismically-Induced Ground Shaking. Earthquake-generated ground shaking is the greatest cause of widespread damage in an earthquake. The California Seismic Safety Commission (1993, 1994) estimates that ground shaking causes 99% of the earthquake damage to residences and other structures in California. Local conditions can greatly influence the intensity of ground shaking. Types of soil, depth to bedrock, depth to groundwater, and orientation of the fault movement all influence the intensity of ground shaking.

Ground shaking is the shock wave produced when there is a sudden movement created by an earthquake rupture. As the shock wave travels away from the hypocenter (the point of rupture), energy is lost and the intensity of the wave diminishes. In general, ground shaking diminishes as the distance from the earthquake epicenter increases. This attenuation relationship has been studied by numerous scientists, resulting in several attenuation models. Distance from the hypocenter also affects the form of the ground shaking. For sites near (within about 10 miles) the hypocenter, one may feel a sharp, high-frequency shock wave. This type of shock wave tends to affect short (one to two story) structures. At greater distances, the high-frequency shock wave is attenuated and one feels a rolling motion. This rolling motion tends to affect higher structures (multi-story structures, towers, large tanks).

A common scale used to measure the magnitude of an earthquake is the Richter scale. Richter magnitude is a logarithmic measurement of the maximum motion of the earthquake event as recorded on a seismograph. Richter magnitude is defined as the logarithm of the maximum amplitude on a seismogram written by an instrument of a specified standard type calculated to be at a distance of 62 miles (100 km) from the epicenter. By definition, Richter magnitude is fixed to an event and does not vary with distance. Seismically-induced ground shaking can also be measured quantitatively as ground surface acceleration (acceleration with respect to the force of gravity-[g]), and qualitatively by the modified Mercalli scale (see Table S-A1). Because of the attenuation of ground shaking with distance, modified Mercalli intensities (MMIs) vary depending on distance from the earthquake, soil type, resonance of the underlying sediments, and other site specific phenomena.

Ground shaking caused by the magnitude 6.7 Northridge Earthquake of January 17, 1994 resulted in the single most costly natural disaster in U.S. History. Over 33 fatalities and 7,000 injuries were attributed to the earthquake. Damages were widespread and included six sections of collapsed highway structures, thousands of damaged or destroyed residential and commercial structures, widespread disruption of utilities and other lifeline facilities, and numerous landslides and soil embankment failures. In all, over 14,000 structures in 28 cities were damaged by the earthquake. In the City of Santa Paula, located about 35 miles from the epicenter, 22 buildings were damaged, but none were severely damaged (Earthquake Engineering Research Center, 1994).

TABLE S-A1 MODIFIED MERCALLI INTENSITY SCALE (ABRIDGED)[1]	
INTENSITY	DESCRIPTION
I	Not felt except by a very few under especially favorable circumstances.
II	Felt by only a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.
III	Felt quite noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing motorcars may rock slightly. Vibration like passing of truck. Duration estimated.
IV	During the day, felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motorcars rocked noticeably.
V	Felt by nearly everyone, many awakened. Some dishes, windows, and so on broken; a few instances of cracked plaster; unstable objects overturned. Disturbance of trees, poles, and other tall objects sometimes noticed. Pendulum clocks may stop.
VI	Felt by all; many are frightened and run outdoors. Some heavy furniture moved; a few instances of fallen plaster and damaged chimneys. Damage slight.
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving motorcars.
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Chimneys, factory stacks, columns, monuments, walls fall. Heavy furniture overturned. Disturbs persons driving motorcars.
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; damage great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed along with foundations; ground badly cracked. Rails bent. Landslides considerable from river banks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.
XI	Few, if any, (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.
XII	Damage total. Waves seen on ground surface. Lines of sight and level distorted. Objects thrown into the air.

Source: United States Geological Survey, 1985

As stated previously, ground shaking attenuates with distance, thus, active faults near the City of Santa Paula have the potential to produce the greatest ground accelerations. The 1994 Northridge earthquake resulted in accelerations (through bedrock and soil) of up to about 0.5 g near the epicenter and accelerations were extrapolated to be less than 0.2 g near the City of Santa Paula (Earthquake Engineering Research Center, 1994).

Proper design of new structures and strengthening of existing structures can reduce or prevent damage associated with ground shaking. Conformance with the Building Code in the building of new structures helps reduce the likelihood of damage. In residences, most of the damage caused by groundshaking is the result of:

- *Unbraced water heaters,*
- *Houses not adequately anchored to their foundations, and*
- *Houses that have weak cripple walls, or are on pier-and-post foundation.*

Much of the life-threatening earthquake damage to commercial property is caused by:

- *Walls that are poorly anchored to the roof or floors,*
- *Unreinforced masonry walls,*
- *Poorly reinforced concrete walls or columns.*

The majority of buildings in the City of Santa Paula area were constructed in the 1920s, 1950s and 1960s. A large portion of the downtown area is considered "historic". These historic buildings, and many of the other residential and commercial structures within the City, were constructed prior to the implementation of building codes. Many of the historic masonry buildings are unreinforced.

The California Seismic Safety Commission (1993, 1994) has published guidebooks that assist property owners with identifying structural weaknesses and provide recommendations for mitigating these problems. These guidebooks can be ordered directly through the Seismic Safety Commission (Sacramento) and are entitled:

- *The Homeowners Guide to Earthquake Safety*
- *The Commercial Property Owner's Guide to Earthquake Safety*

Fault Rupture. Ground rupture occurs when displacement along a fault reaches the ground surface. Ground rupture capable of causing several inches or greater displacement could have a catastrophic effect on the integrity of a structure. Thus, setbacks from active fault traces are incorporated into determining areas that are suitable to develop. A difficulty in determining the fault rupture hazard is predicting where future ground rupture will occur. Fault displacement often is within a fault zone and not necessarily along exact traces of previous breaks. Also, movement typically is along more than one fault break.

One way in which geologists classify faults is on their movement history. As defined by the California State Mining and Geology Board (Hart, 1994), faults that have had surface displacement within the last 11,000 years (Holocene age) are considered ***active*** faults. Faults are considered ***potentially active*** if they show evidence of surface displacement during Quaternary time (within the last 1.6 million years).

California's Alquist-Priolo Special Studies Zones Act of 1972 (Public Resources Code Section 2621 et. seq.) regulates the development and construction of structures in the state. The act assures that public buildings, and all other structures for human occupancy, are not built on active faults. This act is designed to reduce earthquake hazards to life and property. Active and potentially active faults are to be considered during construction within the state. Cities and counties affected by the zones must regulate certain development within the zones. For proposed development within one of the fault zones, a geologic study must be performed to demonstrate that the sites are not threatened by ground rupture from future faulting.

When designing a structure, it is important to consider the likely earthquake that a fault can produce. A ***maximum probable earthquake*** is the largest earthquake that is expected to be produced within a 100-200 year time frame. Because the life of most structures is on the order of this range, maximum probable earthquakes are commonly used as design criteria for a structure. A ***maximum credible earthquake*** is the largest event that can be produced by a particular fault, regardless of time span. For critical structures, such as dams, emergency operation centers, fire stations, nuclear power plants, and other similar buildings, the maximum credible earthquake is often used as the seismic design criteria.

The following is a brief description of the faults which may affect the Santa Paula planning area.

San Cayetano Fault. The San Cayetano Fault is an east-west trending active fault that traverses the Sulphur Mountain ranges in the north end of the Santa Paula planning area and extends eastward to the San Fernando Valley. The San Cayetano is a north-dipping reverse fault on the north side of the Ventura Basin. A slip rate of approximately 4.5 mm/yr has been adopted for the San Cayetano Fault based on displacement of fluvial terrace deposits and alluvial fan surfaces at Sisar Creek, Bear Canyon, and Timber Canyon. There has been no surface faulting event on this fault in at least the past 200 years (SCEC, 1995).

The San Cayetano Fault is modeled as having the potential to produce a MCE of magnitude 6.8 (CDMG, 1996). Such an event could produce ground shaking accelerations ranging from 0.26 g to 0.63 g and a MMI of IX-X in the Santa Paula area.

Santa Susana Fault. The Santa Susana Fault is an east-west trending active fault with dip-slip and strike-slip components. About 2,000 meters of vertical offset (the north side up) and 3,200 meters of left-lateral strike slip have been observed along the fault (Yerkes and Lee, 1981). In some places the fault cuts late Pleistocene fan deposits, and surface rupture occurred along the northeast portion of the fault during the 1971 San Fernando earthquake.

The Santa Susana Fault is modeled as having the potential to produce a MCE of magnitude 6.6 CDMG, 1996). Such an event could produce a ground shaking acceleration of 0.26 g and a MMI of IX-X in the Santa Paula area.

Blind Thrust Faults. Low-angle thrust faults, known as ***blind thrust faults***, have recently been recognized as a seismic risk in southern California. Blind thrust faults are low angle features that do not reach the ground surface but do have surface expressions in the form of overlying folds that grow during large earthquakes. The seismic hazard from blind thrust faults has been demonstrated by the Northridge (1994) and the Whittier Narrows (1987) earthquakes. The magnitude 6.7 Northridge earthquake was produced by a south dipping blind thrust fault extending northward from beneath the San Fernando Valley to the Santa Susana Mountains (Jackson, et. al., 1995). The blind thrust fault which caused the Northridge earthquake is believed to be an eastward extension of the Oak Ridge Fault Zone which lies in the southern portion of the Santa Paula planning area. The magnitude of an earthquake that a blind thrust can produce is dependent on the fault's area and characteristic displacement. Earthquakes ranging in size from magnitude 6.4 to magnitude 7.5 can be expected on individual blind thrust segments.

The Northridge Blind Thrust Fault is modeled as having the potential to produce a MCE of magnitude 6.9 (CDMG, 1996). Such an event could produce a ground shaking acceleration of 0.085 g and a MMI of VIII-IX in the Santa Paula area.

Ventura Fault. The Ventura Fault is an east-west trending **active** fault which extends from the east end of the City of Ventura near the Santa Clara River, into the Santa Barbara Channel to the west. The Ventura Fault is a north-dipping reverse fault which appears to cut Holocene strata (Yerkes and Lee, 1981).

The Ventura Fault is modeled as having the potential to produce a MCE of magnitude 6.8 (CDMG, 1996). Such an event could produce ground shaking accelerations ranging from 0.25 g to 0.38 g and a MMI of X-XI in the Santa Paula area.

San Andreas Fault. The San Andreas Fault is mapped by Jennings (1994) as a northwest-southeast trending **active** fault with a length of over 600 miles. This fault is a right-lateral strike-slip fault which forms the plate tectonic boundary between the Pacific plate to the west and the North American plate to the east. The San Andreas Fault has an estimated slip rate of 16-38 mm per year and a recurrence interval of 132 years for large earthquakes (Peterson and Wesnousky, 1994). Numerous earthquakes have been recorded along the San Andreas Fault. Of the faults discussed here, the San Andreas Fault has the highest possibility of future rupture. Because this fault is located about 70 miles east of Santa Paula, ground shaking from a San Andreas Fault event would be somewhat attenuated by the time it reached the City.

The San Andreas Fault is rated as being able to produce a MCE of magnitude 7.8. Such an earthquake could produce a peak ground acceleration of 0.18 g, or a MMI between X-XI in the Santa Paula planning area. Because of the distance between the City and the fault, the nature of ground shaking is expected to be a long period rolling movement.

Oak Ridge Fault. The Oak Ridge Fault is an east-west trending **potentially active** fault that traverses much of the Santa Clara River Valley, extending from the Santa Paula area to the San Fernando Valley. This fault is a steeply south-dipping reverse fault that has an onshore length of about 25 miles (SCEC, 1995). As described by Yeats and Huftile (1995), the 1994 Northridge earthquake may have occurred on a continuation of the Oak Ridge fault system. Because slip rates along the Oak Ridge fault (5 millimeters per year) are nearly three times greater than the Northridge blind thrust fault (the actual fault responsible for the Northridge earthquake), they speculate that there is a potential for a Northridge-size earthquake in the Ventura Basin area. The recurrence interval of this fault is estimated at 250 to 500 years (Yeats, 1988). The Oak Ridge Fault is located in the southern portion of the Santa Paula planning area.

The Oak Ridge Fault is modeled as having the potential to produce a MCE of magnitude 6.9 (CDMG, 1996). Such an event could produce ground shaking accelerations ranging from 0.26 g to 0.64 g and a MMI of X-XI in the Santa Paula area. The nature of the ground shaking would be a sharp, high-frequency wave if the earthquake occurs near Santa Paula, or a longer period, rolling wave if the rupture takes place away from the City.

GEOLOGIC HAZARDS

Liquefaction. Liquefaction is a phenomenon that occurs when loosely consolidated soils lose their load bearing capabilities during shaking and flow in a fluid-like manner. Liquefaction typically occurs in water-saturated, loosely compacted, fine- to medium-grained sand where the groundwater table is within about 40 feet below grade. When these materials are shaken, such as during an earthquake, pore pressure of the sediments increases, causing the sediment to behave as a liquid. Where the liquefied layer occurs near the ground surface, structures built on such a layer could sink into the ground. Other effects of liquefaction include lateral spread, flow failures, ground oscillations, and loss of bearing strength (Tinsley et. al., 1985). Because liquefaction occurs in sediments, areas of bedrock are not considered liquefiable.

Because of a tendency for young sediments to be poorly consolidated, recently deposited material, such as river and flood plain deposits, are more susceptible to liquefaction than other types of sedimentary deposits. The distribution of sediment grain size also influence the susceptibility of liquefaction. Silty sand deposits have the greatest potential for liquefaction. Gravelly sand or deposits containing less than 15 percent clay are less likely to liquefy, and bouldery and cobbly gravels or deposits containing more than 15 percent clay are not known to liquefy (Tinsley et. al., 1985).

Depth to groundwater influences the susceptibility for liquefaction. Where groundwater is within 10 feet from ground surface, the susceptibility is very high. For groundwater between 10 and 40 feet, the susceptibility is high. For groundwater at 40 to 50 feet below grade, the susceptibility is low, and for groundwater deeper than 50 feet, the susceptibility is very low.

The magnitude and duration of ground shaking also has an influence on the susceptibility of liquefaction. The larger the magnitude of an earthquake, the greater the distance at which liquefaction is observed. Similarly, the longer the duration of shaking, the greater the distance at which liquefaction is observed.

The Seismic Hazard Mapping Act was established in 1990 by the CDMG, following the devastating 1989 Loma Prieta earthquake. The purpose of the Seismic Hazard Mapping Act is to encourage land-use management policies and regulations that will reduce and mitigate earthquake hazards, and assist cities and counties in preparing their general plans. The Act calls for the delineation of seismic hazard zones that identify areas of high potential for ground failures such as amplified ground shaking and liquefaction. The purpose of the seismic hazard zones is to show local officials where geotechnical investigations should be required prior to the issuance of a construction permit. The liquefaction zone criteria, based on the Seismic Hazard Mapping Act, is shown in Table S-A2 (CDMG, 1995).

Table S-A2. Liquefaction Zone Criteria

Geologic Unit	Depth to Groundwater	
	Greater than 40 feet	Less than 40 feet
Qa, Qg	low	high
all other	low	low

Source: State of California, Department of Conservation, Division of Mines and Geology
Special Publication 116, The Northridge, California, Earthquake of 17 January 1994, 1995

ateral spread is the movement of blocks of ground as a result of liquefaction in a subsurface ayer. During liquefaction of a subsurface layer of sediment into a fluid mass, gravity can cause ne mass to flow down slope. Examples of this include movement into a cut slope such as a ver channel, irrigation channel, or a storm drain. Lateral spread typically occurs on gentle lopes ranging from 0.3° to 3°. Ground movement of several feet to tens of feet are possible. ateral spread is particularly destructive for pipelines, utilities, bridge piers, and other ructures having shallow foundations.

Ground oscillation may take place where liquefaction occurs at depth and where the ground lope is too gentle for lateral spreading. When deeper zones liquefy, overlying sediments that re not liquefied can decouple and differentially move. Manifestations of ground oscillation nclude a ground wave, ground settlement, and opening and closing of fissures.

low failure occurs when blocks of ground are decoupled from underlying sediment and move downslope. Flow failures occur on slopes greater than 3°. These blocks can be quite large, from ens of feet to several miles in length and width. Underwater flow failures can also generate sunamis. Flow failures constitute the greatest hazard produced by liquefaction.

oss of bearing strength can occur under a structure when the underlying soil liquefies. Large novement in the soil column is possible, allowing for structures to settle, tip, or float upwards.

he City of Santa Paula lies within the Santa Clara River Valley, and extends northward up anta Paula Creek. The surficial sediments beneath the Santa Clara River Valley and Santa aula Creek are recent valley and floodplain deposits consisting of silt, sand, and gravel. The anta Paula planning area extends northward into the Sulphur Mountain and Santa Paula Peak reas, and southward into South Mountain, which are underlain by bedrock. The areas nderlain by bedrock are not susceptible to liquefaction. However, the area of the City nderlain by unconsolidated alluvial sediments within the Santa Clara River Valley may be usceptible to liquefaction.

According to the United Water Conservation District (Dal Pozzo, 1997), the depth to roundwater in two locations within the boundaries of the City of Santa Paula, and in the Santa Clara River Valley, is less than 40 feet below ground surface (bgs). The depth to groundwater n the two wells monitored by the United Water Conservation District, Well #-03N21W16H08S nd Well #03N21W15G05S, was last measured on January 23, 1997 as 31.59 feet bgs and 23.87 eet bgs, respectively. According to the City of Santa Paula Department of Public Works Wilkinson, 1997), groundwater levels in the Santa Clara River Valley within the planning area re generally less than 40 feet below ground surface. Based on the depth to groundwater eneath the Santa Clara River Valley within the planning area, and on the Seismic Hazard

Mapping Act criteria, the entire alluvial basin may be susceptible to liquefaction. In areas where the subsurface sediments have a high clay content (greater than 15%) or are very coarse grained (containing cobbles or boulders), the susceptibility to liquefaction would be decreased.

Slope Stability Hazards (Landslides, Mud and Debris Flows, and Rock Falls). Landslides, debris and mud flows, and rock falls all occur within the planning area. All are manifestations of gravity driven flows of earth materials due to slope instability. Hill slopes naturally have a tendency to fail. Unless engineered properly, development in hillside areas tends to increase the potential for slope failures. Slope modification by grading, changes in the infiltration of surface water, and undercutting slopes can create unstable hill slopes, resulting in landslides or debris flows.

Much of the City of Santa Paula is comprised of topographically pronounced areas. These hill slopes and mountains predominantly consist of sedimentary rock outcrops that are locally covered with soil. Slope instability is of greatest concern in these topographically pronounced areas. The majority of landslide and slope wash problems in the Santa Paula area occur in geologic terraces involving folded sequences of claystone, siltstone, and sandstone. Within the planning area, the majority of the mapped landslides (Dibblee, 1990 and 1992) occur in the Pico and Sespe Formations, and the Topanga Sandstone. Landslides and potentially unstable slopes are especially common in hillside areas underlain by sedimentary bedrock of the Pico Formation. This formation is generally soft and crumbly and contains abundant clay and silt strata (City of Santa Paula, 1974).

Landslides. Naturally-occurring landslides are associated with steep slopes which have been undercut by erosion or on slopes where the bedding planes of the bedrock are inclined down the slope. The presence of subsurface water also contributes to slope instability. Ground shaking, due to an earthquake, can trigger movement in terrain already prone to landslides.

Several landslides in the area are depicted on geologic quadrangle maps for Santa Paula and Santa Paula Peak (Dibblee, 1990 and 1992). The largest landslides mapped in the planning area are prominent along the major fault zones: San Cayetano and Oak Ridge Faults. According to the CDMG (Open File Report No. 95-07, 1995), the largest, most extensive, landslides in the planning area are ancient composite rotational failures along anti-dip slopes on the north side of South Mountain and Oak Ridge. On the north slope of South Mountain, large composite landslides have occurred in interbedded sandstone and claystone of the Sespe and Vaqueros Formations, below a ridge top formed by a volcanic andesite sill and silicified sandstone. Smaller dip slope landslides/earth flows are present in the south-dipping Pico siltstone and coarser-grained Saugus Formation in the hillsides north of the City.

The Seismic Hazard Mapping Act discussed above also calls for the delineation of seismic hazard zones that identify areas of high potential for ground failures such as earthquake-induced landslides. The landslide hazard zone criteria, based on the Seismic Hazard Mapping Act criteria, is shown in Table S-A3 (CDMG, 1995).

Table S-A3. Landslide Zone Criteria

Strength Category*	Slope Category			
	0 to 25% (0 - 4:1)	25% to 50% (4:1 - 2:1)	50% to 67% (2:1 - 1.5:1)	> 67% (> 1.5:1)
A (strong)	low	low	low	high
B (moderate)	low	low	high	high
C (weak)	low	high	high	high

Source: State of California, Department of Conservation, Division of Mines and Geology, Special Publication 116, The Northridge, California, Earthquake of 17 January 1994, 1995.
**The Strength Category is based on the lithology, past performance, and structural features of geologic units identified on source maps.*

The Seismic Hazard Maps for the Santa Paula or the Santa Paula Peak Quadrangles have not yet been published by the CDMG as of the date of this report, but should be acquired by the City of Santa Paula upon publication and incorporated by reference, herein. A breakdown of the hillside areas, within a portion of the Santa Paula planning area, into landslide susceptibility categories can be found in the CDMG Open File Report No. 95-07 (1995).

Debris and Mud Flows. Debris and mud flows often occur after periods of precipitation. Water soaked soil and rock are destabilized by the weight of the water. Often compounding the added weight is erosion of the base of a hill slope. Once this slope becomes destabilized, the water, soil, and mud mass is driven downhill by gravity. Numerous mud and debris flows occurred during the very heavy rains of January 1969, especially north of the Santa Clara River Valley, between Santa Paula and Piru Creeks (Weber, 1973). Inhabited building structures at the bases of slopes are especially prone to destruction due to mud flows.

Debris flows most frequently occur during intense rainstorms of the wet season, on steep slopes underlain by poorly indurated sand and silty units of granular soils, and on moderate slopes where loose debris has accumulated in swales and gullies. Debris flows are abundant on steep slopes underlain by the Pico Formation in the planning area (CDMG, 1995). Most of the hillside terrain within the planning area has been identified by the CDMG as being the most susceptible to debris flows because:

- *The evidence of previous debris flows is common;*
- *Source hollows and swales were observed;*
- *The slopes are steeply inclined; and*
- *The appropriate source material is widespread.*

In general, the areas most susceptible to debris and mud flows correspond to the areas with a high potential for earthquake-induced landslides.

Rock Falls. Rock falls occur in virtually all types of rocks and especially on slopes steeper than 40°. Areas of primary risk from rock falls are those located at the base of steep, high slopes where rock outcrops (usually Saugus Formation, Conejo Volcanics, or Sespe Formation) are susceptible to dislodgment of large cobbles or boulders. These conditions are locally present along the northern and southern margins of the Santa Clara River Valley within

the planning area. Rock falls are usually triggered by seismically-induced ground shaking or by erosional destabilization of a hill slope.

SOIL HAZARDS

Expansive Soils. Expansive soils are those that are characterized as having a high shrink-swell potential (Edwards, et. al., 1970). The shrink-swell potential of a soil refers to the change in volume resulting from a change in moisture content. Soils with high shrink-swell potential generally have a high clay content and shrink when dry and swell when wet. Expansive soils can cause considerable damage to building foundations, roads, and other structures. Soils with low shrink-swell potential are generally suitable for building sites if other geologic factors are also favorable.

Soils with a high clay content, and a moderate to high shrink-swell potential, can be derived from weathering and erosion of many different rock types. The chemical breakdown of certain minerals through the weathering process can produce a clay soil in an area underlain with bedrock. In the planning area zones of soil with a high shrink-swell potential, as described in the Soil Survey of Ventura County (Edwards, et. al., 1970), generally correspond with mapped outcrops of claystone, siltstone, and shale as mapped by Dibblee (1990 and 1992).

Settlement. Settlement is the downward movement of a soil or of the structure which it supports, resulting from a reduction in the voids in the underlying strata. Settlement can result from natural consequences such as accumulation of sediments (addition of weight) over porous alluvial soils within a river valley. Settlement can also result from human activities which include: improperly placed artificial fill, and structures built on two different soil and/or bedrock materials with different settlement rates. In addition, settlement can result from seismic ground shaking and/or liquefaction in naturally-occurring soils. Liquefaction is discussed in its own section in this report.

Inadequately emplaced fill material, if not compacted properly, can subside when a structure is built on the fill. It is important that fills be engineered so that the density and moisture of the material can be controlled. Controlling the density, moisture, and compaction of the fill material will reduce the possibility that the material will settle after development on the fill. Structures which are constructed partially on a cut pad (into bedrock) and partially on a fill pad may result in settlement problems and should be addressed during engineering design.

Settlement hazards can occur in areas with permeable alluvial deposits, where fill is improperly placed, and in areas where construction occurs across a cut/fill boundary. Areas of poorly consolidated sediments should be engineered to support the weight of a structure that is to be built on the site. In areas of fill, the fill should be compacted to adequately support the proposed development, and structures should not be placed partially on cut and partially on fill unless specifically designed by civil and structural engineers.

Subsidence. Subsidence is the decrease in volume of a material as the result of an increase in the density of a material. It is generally related to the withdrawal of fluids such as water, oil, and gas from the subsurface. When fluids are removed from the subsurface, the overburden weight, which the water had previously helped support through buoyant forces, is

transferred to the soil structure. Subsidence typically occurs over a long period of time and results in a number of structural impacts. Facilities most impacted by subsidence are long, surface infrastructure facilities such as canals, sewers and pipelines.

The extraction of groundwater from an aquifer beneath an alluvial valley can result in subsidence, or settlement, of the alluvial soils. The factors which influence the potential occurrence and severity of alluvial soil settlement due to groundwater withdrawal include: degrees of groundwater confinement; thickness of aquifer systems; individual and total thickness of fine-grained beds; compressibility of the fine-grained layers; probable future depth of wells; and probable future decline in groundwater levels (City of Santa Paula, 1974).

According to the Ventura County Department of Water Resources (Panaro, 1997), groundwater is withdrawn from the Santa Paula Groundwater Basin from an unconfined aquifer within Quaternary alluvial sediments and the San Pedro Formation. The Santa Paula Groundwater Basin services approximately 13,504 acres, and the groundwater is utilized for irrigation, municipal and domestic supply. The aquifer within the Santa Paula Groundwater Basin is approximately 2,000 feet thick based on oil well logs, can potentially hold up to 4,915,000 acre-feet of water, and currently has an agreed upon initial allocation yield of 30,500 acre-feet (Brommenschenkel, 1997). The water demand for the City of Santa Paula, and its general service area, for 1990 was 6,500 acre-feet. Based on the conservative safe yield made by Dr. Mann in 1959, Santa Paula has a water supply large enough to support its current population and future development.

Oil extraction sometimes also results in overlying soil settlement or differential subsidence. The Santa Paula area has not had significant subsidence problems despite historical oil drilling in the area. According to the State of California Division of Oil and Gas (Fields, 1997), State regulations require subsidence studies in coastal areas where sea water intrusion due to oil extraction is an issue. Subsidence studies are generally not performed in inland areas.

Hydrocompaction. Hydrocompaction occurs in relatively loose, open textured soils above the groundwater table. Once water is introduced, whether by heavy irrigation or a rise in the water table, the soil loses strength and consolidates under its own weight. Hydroconsolidation typically occurs in desert environments and has been noted in some semi-arid regions of southern California.

FLOOD HAZARDS

Historic Flooding. Table S-A4 provides a listing of major flood events that have occurred in Ventura County over the previous 25 years.

Heavy water flows occurred on Santa Paula Creek in 1938, 1943, 1969, 1973, 1978 and 1980. The 1938 and 1943 floods caused Congress to authorize a flood protection project on Santa Paula Creek in 1948. Work on the flood protection project began in 1974, but was halted due to a court order stating that an insufficient environmental study was performed. The Corps of Engineers began work on the flood protection project again in 1994 (City of Santa Paula, 1994).

Table S-A4. Major Flood Events in Ventura County

Date	Comments
1973	State declared disaster
Feb. 9-10, 1978	Presidentially declared disaster
February 16, 1980	Presidentially declared disaster; 4-day storm event
March 1, 1983	Presidentially declared disaster; peak flow on record in Zone III
February 10-12, 1992	Presidentially declared disaster; 50-year flood event
January 10, 1995 and March 10, 1995	Presidentially declared disaster; 10-13 million dollars in damage from the combined storms

Source: County of Ventura, Flood Control Department

The 1969 and 1978 floods presented major threats to the City, as rock and debris completely filled in the channel of Santa Paula Creek. Five inches of rain fell on the City of Santa Paula within six hours in 1980. Fagan Barranca escaped its banks and flooded about 80 homes and covered 11 miles of street with mud (City of Santa Paula, 1994).

Flood Control and Prevention. Flood hazards may be alleviated through a variety of measures, some corrective and some preventive. Corrective measures include warning and relief programs, flood-proofing of existing structures, and the construction of flood control works. Preventive measures include public acquisition of flood plain lands, public information programs, development policies and regulations.

Flood control prevention is the responsibility of the Ventura County Flood Control District. The Flood Control District has the authority to maintain and construct flood control facilities on all major channels, including Santa Clara River, Santa Paula Creek, Adams Barranca, Fagan Barranca, Todd Lane, and Peck Road. The network of tributary storm drain trunks and laterals that collect and convey surface water from the urban areas to the major channels is the responsibility of the City of Santa Paula Public Works Department (City of Santa Paula, 1994).

On the Federal level, the regulations of the National Flood Insurance Program (NFIP), which is administered by the Federal Insurance Administration (a component of the Federal Emergency Management Agency), require that communities adopt land use restrictions for the 100-year flood plain in order to qualify for Federally-subsidized flood insurance. The program requires that residential structures be elevated above the level of the 100-year flood and that other types of structures be floodproofed. The NFIP was established by Congress with the passage of the National Flood Insurance Act of 1968. The NFIP was broadened and modified with the passage of the Flood Disaster Protection Act of 1973 and other legislative measures.

To provide for early flood warning, the Ventura County Flood Control District has been operating an automated flood warning system since 1979. The system is known as "ALERT" (Automated Local Evaluation in Real Time) and was developed by the National Weather Service in Sacramento, California. The system is comprised of self reporting rain gages and stream gages that collect data and transmit signals to a flood warning center computer system located in the County Government Center Administration Building in Ventura. Operators of the system compare rainfall forecasts with the runoff forecasts from the hydrologic models and notify proper authorities in threatened areas to initiate evacuation warnings as appropriate. In

the Santa Paula area, self reporting stations are located at Santa Paula Creek near Steckel Park (stream level and precipitation) and at Fagan Canyon near Main Street (stream level and precipitation) (Kane, 1997).

Potential Inundation Due to Dam Failure. The State of California has been responsible for supervising dams since August 14, 1929 for the purpose of safeguarding life and protecting property (California Department of Resources, 1995). The legislation was enacted following the failure of St. Francis Dam in March 1928. St. Francis Dam was located in San Francisquito Creek, a tributary to the Santa Clara River, located east of the City of Santa Paula and north of the City of Santa Clarita. In 1965, legislation was revised to include off stream storage reservoirs as a result of the failure of Baldwin Hills Reservoir in December of 1963. In March 1973, Senate Bill 896 was adopted by the State of California amending the Government Code. This law required dam owners, under the direction of the Office of Emergency Services, to show the possible inundation below their dam in the event of a failure.

FIRE HAZARDS

Causes and Origins of Wildland Brush Fires. The vegetation found within the City of Santa Paula boundaries include agricultural and riparian vegetation. In the hillside areas of the Santa Paula planning area, vegetation includes riparian, grassland, chaparral, oak woodland, and coastal sage shrub. The hillside vegetation, primarily the chaparral and coastal sage shrub, provides a major source of fire fuel. These vegetative associations contain many species of plants considered pyrophytic, plants which need the heat of the fire to germinate their seeds for reproduction. When these vegetation systems are burned over by a brush fire, the existing ground cover is destroyed, but in many cases the plant association survives and is actually improved by this means of natural selection.

The climate of the region is one of the critical factors influencing the occurrence and severity of brush fires. The hot dry summers leave the area hillsides susceptible to a major fire. During the early fall, periods of "Santa Ana" winds occur, caused by a local weather phenomenon of a low pressure system developing off the coast while a high pressure system settles over the inland desert areas. The result is the hot dry winds which pour over the mountain areas into the Santa Clara River Valley aggravating the potential fire threat in the high brush areas already dried out by the summer heat. Nearly 90 percent of the large Southern California fires documented over the last 73 years have occurred between September and December, during the Santa Ana season (Crosby, 1992).

Brush fires are often caused by man, either intentionally or unintentionally. Continued urbanization of the flat lands within the valleys has put increasing pressure on the development of hazardous brush covered hillsides. The longer a brush area goes without burning, the older dry, dead materials and the new plant growth constitute potentially a more volatile fuel source. These fuel sources are usually then ignited by man, either directly through arson or careless action, or indirectly through accidents such as sparks from engine exhaust, falling power lines, etc. Natural causes are now relatively minor causes of brush fires. Man is the primary agent in this natural cycle of fire.

Santa Paula Fire Department Response. The SPFD responded to 1,456 incidents in the City of Santa Paula in 1996. Emergency medical aid responses were 978, comprising 67% of the total incidents. Fire services consisted of that specified in Table S-A5.

Table S-A5. Fire Incident Activity Summary - 1996, Santa Paula

Fires/Incidents	Number of Incidents	Dollar Loss
Structures	19	$127,125
Vehicles	38	86,000
Smoke Checks	49	0
Vegetation	28	200
Refuse	28	1,150
Public Service	82	0
False Alarms	106	0
Hazmat/Spills	27	2,000
Aircraft	2	0
TOTAL FIRES	379	3,668
Emergency Medical	978	0
Vehicle Accidents	36	0
Other Calls	63	0
TOTAL INCIDENTS	1,456	$217,400

Source: Santa Paula Fire Department, April 14, 1997

Some cities within Ventura County have chosen to contract with the Ventura County Fire Protection District for fire protection services. The Ventura County Fire Department's Battalion 51 has two fire stations located in the Santa Paula area:

- *Summit Fire Station, 12727 Santa Paula-Ojai Road, Santa Paula, California 93060; and*
- *Saticoy Fire Station, 12391 West Telegraph Road, Santa Paula, California 93060.*

The SPFD has a number of mutual aid agreements with other fire departments and services agencies within Ventura County. If the resources of these departments/agencies are depleted, assistance can also be obtained through various state agencies including Office of Emergency Services, the Department of Forestry and Fire Protection, the State Fire Marshall, and the Department of Fish and Game; and various Federal agencies including the U.S. Forest Service, the National Park Service and Bureau of Land Management, and the Department of Defense. Urban fire hazard abatement is discussed in this section and Wildland fire hazard abatement is discussed in the following section.

Existing Fire Stations. The SPFD currently operates two fire stations. The SPFD maintains a 5-minute response goal for any incident within the City. Table S-A6 provides a summary of the local fire station's capabilities (personnel and equipment).

The Santa Paula Fire Department is a combination full time/part time department providing fire suppression and emergency medical services as well as fire prevention and business hazardous materials regulation functions within the City. There are eight full time personnel, consisting of a Fire Chief, Assistant Chief, three Captains and three Engineers, and 27 part time

Table S-A6. Santa Paula Fire Department Station Capabilities

Station No.	Year Built	Location	Personnel	Equipment
1	1935	114 South 10th Street	1 Captain* 1 Engineer* 1 part-time firefighter 20 part-time, paid/ call personnel	Engine #1 (1954 Mack Pumper) Engine #6 (1988 Ford Pierce Pumper) Truck (1986 Ford Pierce Pumper with 50 ft aerial ladder) One Utility Pick Up Truck
2	1988	536 West Main Street	7 part-time, paid/ call personnel	Engine #3 (1970 Ward LaFrance Pumper) One sedan car

Source: City of Santa Paula Fire Department, April 1997
** Three each full time, work on a 24-hour rotating shift system*

paid/call personnel, consisting of four Captains, four Engineers, and 19 firefighters. There are two volunteer Chaplains. Administration and Prevention offices are at the Community Development Building. Routine fire, medical and other calls are handled by the on-duty engine company, which consists of a Captain and an Engineer on a rotating 24-hour shift system. They are supplemented by the Chief and Assistant Chief during weekday business hours and during the evenings and weekends by a third crew member scheduled from among the part time personnel. All available part time personnel are dispatched to emergencies that require more than the duty engine company. According to the Fire Chief, the average number of part time, paid/call personnel responding to typical daytime fire emergencies in 1993 was between 14 to 20.

In 1995 six full-time firefighting positions were created and Fire Station 1 is now staffed 24-hours a day with one Captain, one Engineer, and (in the evenings, weekends and holidays) a part-time firefighter. This alleviated most of the problems related to part time, paid/call personnel response time to fire emergencies. It has also been suggested by the SPFD that another fire station be opened on Ojai Road above Mill Park to take advantage of the closer availability of firefighters who live in that area. In addition, funding and staffing a one 3- or 4-man engine company on a 24-hour basis using a combination of full time and part time personnel at Station 2 has been recommended (Skeels, 1997), particularly in the event of annexation and development of the Adams Canyon area. It may also be appropriate to locate and staff a fire station within Adams Canyon.

Station 1, referenced in Table S-A6, was constructed prior to the enactment of strict seismic structural codes and is of masonry construction. However, according to the SPFD (Skeels, 1997), the engine room of Station 1 was seismically upgraded in 1987, and has recently been remodeled to include upgraded office space and living quarters for firefighters. Fire stations are considered critical facilities that must be functional in the event of an earthquake or other disaster to minimize loss of life and property damage.

Historic Brush Fires. Table S-A7 provides a summary of brush fires which have occurred in the Santa Paula planning area since 1936. The 1985 Ferndale fire, and the 1993 Steckel fire, burned through all of Adams Canyon. Large uncontrolled fires occur on a regular basis in the South Mountain area (City of Santa Paula, 1994).

Effects of Brush Fires. The principal effects of brush fires include loss of vegetative ground cover, increased erosion, loss of building structures, loss of utilities, and loss of life. Loss of the vegetative ground cover results in damage to valuable recreational and open space area. Many of the plant and animal associations in the natural communities have adapted themselves to a fire-climax cycle, and will naturally generate themselves through fire. Hence, they themselves may not be permanently impacted.

Loss of vegetative cover results in secondary erosional impacts, especially in steeply sloped hillside areas. When a slope is burned over by a fire of intense heat, a chemical reaction in the soil takes place which makes it less porous. As the rains of winter come, rain water runs off and causes mudslides and mudflows. Properties not affected directly by the fire may be damaged or destroyed by the effects of increased runoff due to brush fire.

Table S-A7. Historic Brush Fires Near Santa Paula (1936-1993)

Name	Origin (Quadrangle)	Date Started	Acres Burned
Boosey	Santa Paula Peak	1/26/36	900
La Questa	Santa Paula Peak	11/23/38	1,682
Edwards	Santa Paula Peak	11/22/39	4,450
Mud Creek	Santa Paula Peak	12/10/51	500
Culbert	Santa Paula	12/4/62	5,525
Santa Paula Canyon	Santa Paula Peak	12/4/62	1,941
Sespe Ranch	Santa Paula	10/15/67	17,431
Timber Canyon	Santa Paula Peak	10/16/67	11,450
Sespe Ranch	Santa Paula	12/16/71	2,925
Sespe Ranch	Santa Paula	9/26/73	1,008
South Mountain	Santa Paula	11/13/75	6,500
South Mountain	Santa Paula	10/29/80	3,600
Loma	Santa Paula	6/15/81	1,331
Mupu	Santa Paula Peak	7/4/85	28
Ferndale	Santa Paula Peak	10/14/85	47,064
Ferndale	Santa Paula	10/21/85	45,710
Lloyd Butler RX Burn	Santa Paula	9/30/86	600
Bradley	Santa Paula	11/10/86	9,027
South Mountain	Santa Paula	10/8/90	714
Steckel	Santa Paula	10/27/93	26,500

Source: Ventura County Fire Department

The loss of man-made improvements in the brush covered areas constitute most of the dollar loss from fires. Losses along this line include homes, barns and sheds, utility lines and facilities. The loss of valuable watershed area combined with the actual suppression costs also are major determinants of the total dollar costs of any fire. The potential for loss of life is the most dangerous aspect of brush fires. Occasionally, trapped residents are injured or killed when there is no warning of the impending disaster, or when they simply refuse to evacuate their homes in the face of the fire. Unfortunately, the largest loss of life occurs to the professional fire fighters who are killed while fighting brush fires, which have a highly unpredictable nature, or in other accidents during the support operations necessary to suppress the fire. Fortunately, there have been no serious injuries or deaths in the brush fires that have come into Santa Paula.

As the population of California cities continue to grow, more and more people are encroaching on what firefighters call the urban/wildland interface, the perimeter of urban areas adjacent to wildlands. According to California Department of Forestry and Fire Protection (CDF) statistics, since 1980 more than 5,000 structures have been damaged in wildland fires, triple the amount of damage that occurred in the previous 15 year period. Some of the more recent devastating examples of this phenomenon include:

Santa Barbara: Painted Cave Fire of June 1990 which swept across almost 5,000 acres of coastal hillsides, destroying more than 600 houses.

Oakland/Berkeley: 1991 fire covering over 1,600 acres, decimated entire neighborhoods, killing 25 people, destroying 2,900 homes, and leaving more than $1.5 billion in property damage.

Malibu to Laguna Beach: a series of fires in the fall of 1993 which killed three people and destroyed over 1,000 homes.

Fire Hazard Reduction. Experienced firefighters believe they can no longer protect homes and lives as well as they did in the past with fuel loading causing such catastrophic fires (Gilmer, 1994). It is up to the homeowners living on the urban/wildland interface to establish defensible space. Defensible space describes a band of managed vegetation around a home which stops the movement of fire by denying fuel. The Fire Department does not recommend indiscriminate clearing of native chaparral and other vegetation. Natural vegetation plays an important role in erosion control. The goal is to obtain a balance between fire hazard reduction and erosion control. Defensible space also provides a place where fire fighters can do their jobs without unnecessary risk to themselves. According to the CDF, as many as 80 percent of the homes lost to wildfires in the past could have been saved if the owners had followed a few simple fire safe practices. Some of these fire safe practices include the following:

- *Use fire resistant landscaping. Fire resistant plants are those with low growth habit (generally less than 18 inches in height), low fuel volume, and high moisture content. Such plants offer far less fuel than upright woody shrubs.*

- *Irrigate and maintain landscaping. A fire resistant plant will lose this quality if allowed to dry out. Maintenance insures the effectiveness of the fire resistant landscape by retaining proper spacing between plants and removing dead/dry vegetation.*

- *Have a fire-retardant roof. Untreated wood shake roofs provide fuel for an advancing fire. Class A roofs provide the most protection. These include: clay tile, concrete tile, fibrous cement shake, metal tile, and fiberglass composition shingles.*

The County Fire Protection District has developed a Fire Hazard Reduction Program with the goal of preventing the loss of life and property due to uncontrolled wildfire in the urban/wildland interface through the cooperation of the property owners of Ventura County (Ventura County Fire Protection District). The stated objectives of the Fire Hazard Reduction Program are to:

1. *Reduce significantly the incidence of destructive fires in the urban/wildland interface areas, and the resulting loss of life and property.*
2. *Provide a defensive perimeter around urbanized areas of the Fire District.*
3. *Provide for the protection of structures in the urban/wildland interface by establishing and maintaining a 100 foot defensible perimeter around each structure.*
4. *Provide for the removal of annual fuels within the defensive perimeter.*
5. *Provide any fire suppression resource from any agency the opportunity to successfully protect structures and other valuable properties during a wildfire threat.*
6. *Protect the watershed fire areas from exposure to structure fires in the urban/wildland interface areas.*

The Fire Hazard Reduction Program strives to establish defensive barriers in the urban/wildland interface in preparation for the annual onslaught of wildfire. Hazardous vegetation is at its peak growth in the spring and fall seasons. An inspection program has been developed that targets hazard reduction in the spring and fall months. Within the 100 foot defensible perimeter, all brush, flammable vegetation, or combustible growth identified as a fire hazard by an inspecting officer is required to be mowed or cut to a stubble height not to exceed 3 inches. All cuttings are required to be removed from the property. Single specimens of trees, ornamental shrubbery or ground covers are permissible provided that they do not form a means of rapidly transmitting fire from the native growth to any structure. Other specific clearance requirements pertain to roof surfaces, chimneys, propane tanks, access roads, and vacant parcels and are specified within the Fire Hazard Reduction Program guidelines.

The Santa Paula Fire Department has its own Fire Hazard Reduction Program, and has required that the weed abatement and vegetation management programs be followed for new developments in high fire risk areas. However, some questions regarding the effectiveness of these programs, for new developments in canyons and on hillsides, in minimizing the risk of loss of life or property from wildland fires still need to be addressed. The Santa Paula Fire Department should be consulted when new development plans are being considered for canyon and hillside areas within the Santa Paula planning area.

The best defense against disastrous fires affecting the urban/wildland interface is a working partnership between developers, property owners, their neighbors, the Ventura County Fire

Department, and the Santa Paula Fire Department. More detailed information pertaining to defensible space strategies and other fire hazard reduction approaches can be obtained from the Santa Paula Fire Department.

HAZARDOUS MATERIALS

More than 60,000 chemicals are produced in the United States. Over 11,000 of these chemicals are used for commercial purposes. Within the County of Ventura, over 5,000 manufacturing and service industries use or store hazardous materials, including pesticides, acids, caustics, solvents, and heavy metals (County of Ventura, 1989). Because of the widespread use of hazardous materials in our communities, minor and major hazardous materials spills and incidents occur. Most of these incidents are related to the increasing transport of chemicals over roadways or through industrial accidents. SR 126 and SR 150 are major transportation corridors through Santa Paula.

In an effort to reduce impacts associated with a hazardous material incident, Ventura County has developed a Hazardous Materials Emergency Response Plan. The goal of the plan is to protect life, property, and the environment from the effects of a hazardous material release to air, land or water or a hazardous material fire. Procedures to be used in the event of an incident and specific agency responsibilities are identified within the plan. The Plan is activated by the designated Incident Commander at the scene. Depending on the nature of the incident, this could be either the appropriate law enforcement authority (City of Santa Paula Police Department, Ventura County Sheriff's Department or California Highway Patrol) or the SPFD.

The County Hazardous Materials Emergency Response Plan is supplemented by individual Business Plans for businesses/facilities that store or handle hazardous materials and wastes. Under Chapter 6.95, section 25503 of the California Health and Safety Code, Business Plans are required from California businesses that handle a hazardous material in quantities equal to or greater than the following:

- *55 gallons of a liquid;*
- *500 pounds of a solid;*
- *200 cubic feet of a compressed gas; or*
- *Extremely hazardous substances above Federal threshold reporting quantities*

As part of the Business Plan, emergency response plans and procedures must be developed and training sessions must be provided to employees. Businesses are periodically inspected by local administering agencies (Santa Paula Fire Prevention Bureau) to ensure that handling, storage, and waste disposal practices conform with appropriate laws and regulations.

According to the Santa Paula Fire Department (Araiza, 1997), 100 businesses use or store hazardous materials in the City of Santa Paula (Table S-A8). These businesses include gasoline stations, automotive repair facilities, dry cleaners, agricultural facilities, crude oil pipelines and facilities, and miscellaneous commercial and industrial facilities. Industrial use of hazardous materials is centered in the downtown Santa Paula area. Many of the commercial businesses that store or use hazardous materials are located on Main Street or Harvard Boulevard. Specific

information regarding the location of businesses and types and quantities of hazardous substances used or stored can be obtained through the Santa Paula Fire Department.

Table S-A8. Number of Businesses and Facilities that Use/Store Hazardous Materials by Street Name

Street Name	Number of Businesses
10th Street	7
Corporation Street	7
Harvard Boulevard	20
Main Street	23
Quail Court	7
Santa Maria Street	6
Santa Paula Street	5
Streets with Five or Fewer Businesses	32
Total	107

Source: Santa Paula Fire Prevention Bureau, personal communication, Assistant Chief Rick Araiza, 1997

Only one facility uses or stores acutely hazardous materials within the City of Santa Paula: Baker Performance Chemicals located at 265 Quail Court. Extremely hazardous wastes (or materials) are defined by California HWCL as any hazardous waste or mixture of hazardous wastes which, if human exposure should occur, may likely result in death, disabling personal injury or serious injury because of its quantity, concentration, or chemical characteristics.

In addition to traffic related incidents, hazardous materials spills could be caused by ground shaking associated with a large earthquake or other soil related hazards (landslide, debris flow, liquefaction, etc.). As discussed in Section IIA, peak horizontal ground accelerations of 0.64 g and Modified Mercalli Intensities of VIII-IX could cause major structural damage to facilities using hazardous materials. Hazardous material containers not properly secured could be felled and/or ruptured. Improperly segregated materials could result in toxic or explosive reactions.

AIRCRAFT HAZARDS

Based upon the Airports Comprehensive Land Use Plan Update for Ventura County (VCTC, 1991), the Ventura County Transportation Commission is also the Airport Land Use Commission (ALUC) for the County, including Santa Paula Airport. The purpose of the ALUC is to "formulate a comprehensive plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission" (Public Utilities Code Section 21675). The ALUC comprehensive plan includes protecting public health, safety, and welfare. The ALUC prepared an updated Airports Comprehensive Land Use Plan (CLUP) for the four airports in Ventura County, including Santa Paula Airport.

The California Department of Transportation (Caltrans) Division of Aeronautics maintains an Airport Land Use Planning Handbook that addresses airport land use compatibility issues such as aircraft accident characteristics and safety compatibility. Caltrans provides suggestions to the ALUC in forming local policies. The ALUP designated Airport Safety Areas, for Santa

Paula Airport, extending from the runway as a basis for determining land use compatibility. The Airport currently serves private passenger aircraft.

OIL WELLS AND OIL SUMPS

Existing Operations. The source for local oil regulations is the City of Santa Paula Municipal Code No. 5.40, *Santa Paula Oil Code*. The following is a brief overview of the procedures required to drill and abandon oil wells.

Permits. A permit from the County of Ventura must be obtained for drilling a new well or re-entering a well previously abandoned, prior to commencing said operation within the planning area.

Well Spacing. No well shall be located within 1090 feet of any building used for human occupancy, nor shall any such building be erected within 100 feet of any well not abandoned, except buildings incidental to the operation of the well. According to the City of Santa Paula Municipal Code Section 5.40.070, well location shall be in accordance with the requirements of the state and the zoning ordinance of the City.

Storage Tanks. Tanks shall be constructed and maintained so as to prevent leakage. Diversion walls or drains safely directing any escape of fluids to catchment basins, to impounding basins formed by impervious dikes around tanks or groups of tanks, or combinations thereof, shall be constructed. The net capacity of a catchment basin or dike impounding basin, shall be equal to the capacity of the largest tank, plus six inches of freeboard.

Any new crude petroleum storage facilities, incidental to a producing well, shall not exceed a storage capacity of 2,000 barrels per well. The minimum distances between aboveground tanks for storing flammable liquids other than crude petroleum, and for storing crude petroleum, to the line of adjoining property which may be built upon are specified in the City of Santa Paula Municipal Code Section 5.40.130.

Fire Prevention. The Uniform Fire Code and the City of Santa Paula Fire Code applies to all aspects of oil well operations. This includes, but is not limited to, no smoking within 50 feet of any well, tank, or area where hydrocarbons are present. The City of Santa Paula Fire Department should be notified when an oil drilling permit has been filed. The code requires that a minimum of two fire extinguishers be maintained at all oil well locations where drilling, servicing, or repair work is being conducted.

Abandonment Procedures. Abandonment of oil wells shall include the following procedures:

1. *A copy of the Division of Oil and Gas "Notice of Intention to Abandon" furnished by the Division of Oil and Gas is mailed to the City;*
2. *The well has been abandoned in accordance with the requirements of the Division of Oil and Gas;*

3. *The site has been cleared of all drilling or producing equipment and left in a clean condition, which shall include draining and backfilling of any sump used in connection with the well and removal of concrete, pipe and other foreign materials from the surface of the ground, and the surface of the land, insofar as practicable, left in a neat and orderly condition; and*
4. *The City shall have inspected and certified in writing that such well has been properly abandoned in accordance with the provisions of the Santa Paula Municipal Code, Chapter 5, Section 5.40.080.*

Hazardous Conditions. In the event that the City of Santa Paula and/or the State Supervisor of Oil, Gas and Geothermal Resources determines at any time that any well heretofore or hereafter drilled, or other operations covered by the ordinances, is endangering any fresh water body or strata, or that any oil field construction, improvement, or operation constitutes a safety hazard, or a substantial nuisance to the public, the City of Santa Paula and/or the State Supervisor of Oil, Gas and Geothermal Resources shall have the right to compel the operator to make such modifications as may be required to correct such condition.

Equipment and appurtenances hazardous to life or limb shall either be attended 24 hours a day, or enclosed, in all inhabited, urban, or common places of public use areas where there is a reasonable likelihood of potential danger to persons. Perimeter enclosures shall conform to the fencing requirements satisfactory to the City of Santa Paula. There shall be at least one gate which is of sufficient width to give access to fire vehicles. The gate shall be locked at all times when the property is unattended and a key or combination shall be made available to the City of Santa Paula.

Sumps. Most oil wells had associated oil sump areas where waste fluids and oil were deposited. In the past, these oil sumps were buried and not removed. Placement of structures over these areas could force the oil and waste fluids to the surface and will also contaminate the soil. As part of the discretionary review process, the City should require a Phase I Environmental Site Assessment for all properties that have the potential to contain an oil sump as defined as follows:

- *All sites that contain an existing or abandoned oil well;*
- *All sites within the area of known oil drilling operations as shown on the State of California Division of Oil, Gas and Geothermal Resources Maps.*

However, if a clearance letter from the State of California Division of Oil, Gas and Geothermal Resources and/or the State Regional Water Quality Control Board is provided, a Phase I Environmental Site Assessment should not be necessary unless further evidence of soil contamination is discovered.

The Phase I Environmental Site Assessment shall contain, at minimum, a description of the study area, a past and present land use analysis, and the general field observations of the site to determine the level of contamination on the site. If the Phase I Environmental Site Assessment indicates a presence of soil contamination or oil sumps, detailed soil testing should be conducted and a report should be prepared that identifies the extent of the contamination and the appropriate remediation techniques. The soils report shall be submitted prior to acceptance of applications as complete applications.

The City should require that all oil sumps or contaminated soil that is discovered be remediated in accordance with State and County procedures. The State Regional Water Quality Control Board has the primary responsibility for overseeing the remediation process.

Previous Operations. Prior to the enactment of the City of Santa Paula Municipal Code Section 5.40.080 in 1981, oil wells and associated facilities and sumps may not have been abandoned in accordance with current regulations. Improperly abandoned wells, improperly abandoned facilities, and improperly abandoned oil sumps all are potential sources of safety hazards.

CRITICAL FACILITIES

New hospitals are required to undergo stringent design and construction standards in conformance with the Hospital Act of 1972. This legislation was enacted following the 1971 San Fernando Earthquake of Southern California in which several hospitals in the vicinity of the epicenter were seriously damaged and unable to continue functioning during a critical period. These newer standards are considerably more stringent than standards in place prior to 1972.

LIFELINE FACILITIES

Electrical. The City of Santa Paula is supplied electrical power by Southern California Edison. Substations are the most vulnerable component of the electrical power delivery system. Transformers, switches, circuit breakers, control equipment, and high-voltage porcelain insulators are especially susceptible to high-frequency ground motions which can be generated in earthquakes. A substation can be disabled by seismic intensities as low as VII (Toppozada, 1988).

If damaged during an earthquake, sections of the City may be without power. Critical facilities such as hospitals, the Police Station and Fire Stations can function on backup generators. If only limited electrical service can be restored following a disaster, these facilities should be given priority.

Lack of electrical power can also impair designated evacuation centers, communication facilities, and water distribution systems. Evacuation centers that will most likely be used during a disaster and emergency communication facilities should be equipped with backup power systems. Much of the water supplied to the City of Santa Paula and to fire hydrants is pumped electrically from groundwater wells. A backup power source for groundwater pumps, or gravity-fed water distribution systems, should be incorporated into City-wide, fire suppression emergency programs.

Natural Gas and Oil. Natural gas is supplied to the City by Southern California Gas Company through major distribution lines (6" to 12"). Numerous crude oil pipelines traverse the Santa Paula planning area and within the City limits. The pipelines in the northern planning area are operated by Unocal, those within the City limits are operated by Unocal, Shell, Texaco, and Four Corners Pipe Line Company, and those in the southern portion of the planning area are operated by Unocal, Shell, and Texaco. Crude oil pipelines are typically buried within the upper 5 feet and are equipped with emergency shut off valves. These

pipelines could potentially be damaged in an earthquake, resulting in disruption of service and contamination of surface waterways, soil, and underlying groundwater.

Water. The City of Santa Paula supplies water to the City through the pumping of groundwater from the Santa Paula Groundwater Basin. The groundwater is pumped electrically to water tanks and fed by gravity to the City for municipal supply. There are also private groundwater wells utilized for agriculture and domestic supply.

Water distribution lines could be damaged in an earthquake as a result of liquefaction. Breaks in water distribution pipelines could result in disruption of service, loss of pressure, and localized flooding and associated impacts (erosion, sinkholes, etc.). A lack of adequate water pressure could result in inadequate flow for fire suppression. In addition, if electrical service was terminated due to an earthquake, the electrically-operated pumps in the groundwater wells would not operate. The issue of an electrical outage is discussed in the electricity section above. Additional information pertaining to fire suppression is provided in the technical background in the appendix of this document.

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